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CITY

of
DESTINY



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IDAHO FALLS, CITY OF DESTINY

COMPILED AND EDITED

BY

MARY JANE FRITZEN

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The title was taken from an advertisement which appeared in the Idaho Falls Times, January 28, 1892. It reads:

WESTWARD THE STAR OF EMPIRE TAKES ITS COURSE
IDAHO FALLS! THE CITY OF DESTINY
IS SITUATED IN THE HEART OF THE BEST GRAIN BELT IN THE WEST. IN A FEW YEARS
ONLY SHE HAS GROWN FROM AN INSIGNIFICANT RAILROAD STATION TO THE
METROPOLIS OF IDAHO.

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Looking north from the Broadway Bridge in 1917
Photo by Oliver Haroldsen.



1945 View

As the Snake River flows with a strong current forward, providing life, sustenance, renewal and beauty, so the story of Idaho Falls moves forward, sustaining life and ever progressing.

ACKNOWLEDGMENTS

In addition to the men and women mentioned below, who wrote and contributed histories on the topics we requested, we thank our chief consultants Edith Lovell and D.V. Groberg. Edith is the author of Captain Bonneville's County and other articles. We have gleaned from the many articles Joe Marker has written for the Post Register, Beautiful Bonneville, and his book, Eagle Rock U.S.A.

We are indebted to the Post Register's special editions throughout the years which have been invaluable. We are grateful to the city of Idaho Falls and Mayor Tom Campbell for helping to fund this project during the city's centennial year, and to the Bonneville County Historical Society officers, Bob Bates and Bernice McCowin for their support.

We acknowledge the following people for interviews which have been incorporated into our history: Bish Jenkins, Leon Skelton, Harry Hops, Stanley Crowley, Jack Gamble, Dewain Silvester, JoLynn Wyatt, John Christoffersen, Wylie Snarr, Richard Carr, Richard Gillespie, Linda Cook, Marjorie Homer, Velma Chandler (City Clerk) and Ron Longmore (County Clerk) and the authors of published materials referred to in our list of sources.

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Production Assistants include Anny Fritzen, Fred Winter, Della Isle, Mark Holbrook, Tammy Larsen, and Karen Sackett.

CONTRIBUTORS

Richard Adams
Betty Anderson
Jane Arnold
Van Ashton
Doris Backstrom
Linden B. Bateman
Donna Bowman
Beverly Branson
Richard Carr
Carol Chazin
Deanne R. Chick
Ernest Craner
Joan Drexler
Virginia E. Doucette
Loretta Evans
Harold Forbush
Anny Fritzen
Mary Jane Fritzen
Dora Gale
Artie Lee Gardner

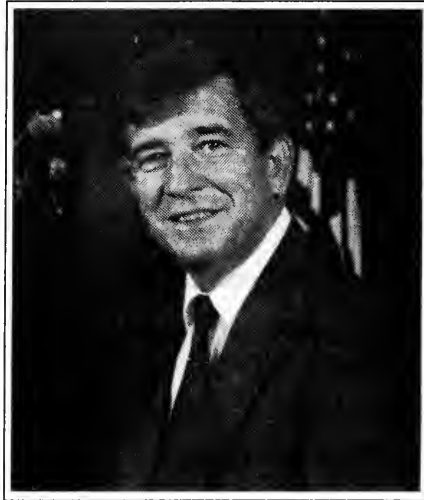
Fea George
Delbert V. Groberg
Richard Hahn
Lisa Hansen
Harvey A. Hatch
Faye Holm
Norma Jean Housley
Quincy Jensen
Bev Kemp
Etta Lee
Margaret Lindsley
Elaine Lingren
Donald F. Lloyd
Edith Haroldsen Lovell
Renee Magee
Joe Marker
Monte A. Mason
Trudy McClure
George Orullian

Ben Plastino
Post Register
Roger Ralphs
R. Carl Reynolds
Carol Romer
Hazel Rose
Karen Sackett
Richard T. St. Clair
St. John's Lutheran Church
Jean Schwieder
Merrell Smith
Virginia Smith
Josephine Snell
T. H. Stickley
Elizabeth Straka
Thornton Waite
Barbara Watson
Miles Willard
W. G. Woffinden

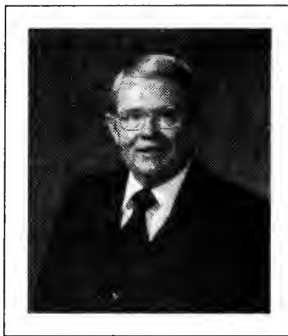
CITY OF IDAHO FALLS

MAYOR AND CITY COUNCIL

CENTENNIAL YEAR
1991



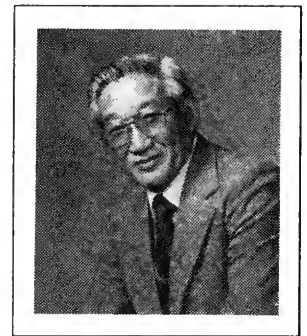
Mayor Thomas V. Campbell



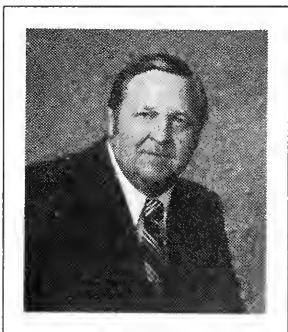
Melvin L. Erickson



Ralph V. Wood



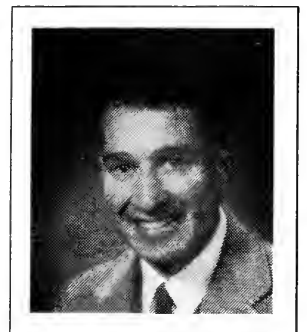
Sam Sakaguchi



Arthur R. Chandler, Jr.



Wesley W. Deist



Joseph H. Groberg



THOMAS CAMPBELL
MAYOR

Office of the Mayor

City Hall

IDAHO FALLS, IDAHO 83405

November 5, 1991

The City of Idaho Falls takes great pleasure in joining with the Bonneville Historical Society to present a History of the City of Idaho Falls.

Although, from time to time, people have written portions of our history, this is the first attempt ever to write a complete history of the city.

Because history generally was derived from journals and diaries of people who have tried to record the events of the past, we must remember that written history is always someone's perception of what happened. Two people living through the same time period might describe it in different ways. The editor has approached this work objectively using as basic sources public records and private collections of knowledgeable people.

Our history book is an honest attempt to note the events of our past.

I offer a special thank you to Mary Jane Fritzen and all those who worked so hard to make this history book a reality.

A handwritten signature in cursive script, reading "Thomas V. Campbell".

Thomas V. Campbell
Mayor
City of Idaho Falls

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Cover design by Marjorie Clearwater

Photos courtesy of Bonneville Museum and contributors.
 Quincy Jensen is the historical society photographer.
 Many of the 1909 photos were apparently taken for
 promotional publications by Sunset Magazine,
 Homeseekers Bureau, and the Oregon Shortline Railroad

INTRODUCTORY COMMENTS

History includes people and events. In large part it concerns the men and women who sacrificed to build our land, and we wonder what they thought and felt. But history also records the events that affected people's lives. Our purpose in this book is to reconstruct major events in the city's growth.

More than 50 willing contributors have written short histories on topics of their expertise. Grouped under general headings and edited, these form the 20 chapters in the book. Their complete texts are available and can be copied and purchased at the Bonneville Museum and used with the writer's permission. The name of the submitter and other sources are listed after each chapter.

We have, of course, made no effort to be comprehensive, yet the many significant historical sketches provide a useful balance of what was important, with emphasis on once-important institutions which could soon be forgotten. Our main thrust was to reconstruct institutions which have

endured, although a few have changed their form.

To explain accuracy, we quote from another locality history:

"A strong effort was made to find the right date, and if possible to verify it. As a result many dates or data previously published have been corrected; this is particularly true in the Basic Chronology section at the end. We are hopeful that any errors will be insignificant and that, in turn, future publications will contain newly-discovered materials to correct us." (Newell Hart, Hometown Album, Preston, Franklin County, Idaho, 1973).

Highlights of the first 50 years of the city's history are emphasized. One of several exceptions is a history of INEL by Ben Plastino, chapter 20.

In connection with preparing this history we have also assembled Idaho Falls topical files at the Bonneville Museum reading and reference room.

SPECIAL FEATURES OF THIS BOOK

Photo illustrations are from Bonneville Museum collections, including a beautiful set of photos taken in about 1909, which were published in promotional brochures by Oregon Shortline Railroad and others during 1910-20. The photographer is unknown.

Chapter 7 shows how departments of city government have developed. This is the heart of the book.

Chapter 9 contains nominations for National Register of Historic Places, including several old stone homes.

Chapter 12 includes a photo history of the railroad.

Chapter 19 contains a population growth chart.

Appendix A is a brief bibliographic guide which has been compiled at the Bonneville Museum.

Appendix B is a basic chronological outline of some significant events in the city's development.

As we proceeded in the chronology from A to Z, we appropriately began with Agriculture, first in importance as well as in time. Agriculture includes water, the lifeblood of the development. Irrigation and canals from the Snake River and adjoining creeks provided the hard-working settlers their primary blessings. From the first irrigation canals and dams, to the bulb turbines, water beckoned people to live here and it provided electrical power. Water powered the generators and brought the magic of the name change from Eagle Rock to Idaho Falls. While Eagle Rock signified dryness, the new name of Idaho Falls awakened hopes for nourishing the fertility the water resources would bring.

The mood of optimism, enthusiasm, and community spirit greet the reader of early local publications. Idaho Falls has shown growth in every decade. It was a "City of Destiny." This was envisioned in a brochure published in Idaho Falls in about 1920, from which the following is quoted. (Headings have been added.)

CULTURE AND COMMERCE. "Bright with the resplendence of culture, throbbing with the life-blood of industry and commerce, which seeks only to find a more liberally and more widely extended expression is Idaho Falls, Idaho, the commercial center of a great commonwealth which numbers among its people the best and most progressive....

CHARACTER AND SPIRIT. "To the attractiveness of nature are added the grace of architectural design, and the solidity and substantial character of municipal improvement....The advancement of Idaho Falls has been marked with conservatism; its growth has been steady and permanent....It is old in years but new in vigor. Along with the commercial expansion goes hand in hand the spirit that has conquered the great Northwest....

AGRICULTURE AND TRADE. "It is in the center of one of the greatest irrigation districts of the West, and the trade center for 1,300,000 acres of irrigated lands, exclusive of hundreds of thousands of acres of dry farming, grazing and forest lands.

"[Among businesses] located in this city might be mentioned the largest sugar factory in the West, grain elevators, feed mills, wholesale grocery houses, three strong and successful banks, wholesale potato houses, bonded warehouses, cheese factory, bottling plants, bakeries, oil distributing plants, some of the finest garages in Idaho, planing mills, steam laundry, one of the largest wholesale seed pea companies in the world, honey shipping house, several lumber yards, cream buying stations, ice cream and candy factories, two of the best equipped newspaper and job printing plants in Idaho, one exclusive job printing plant, many retail houses of the highest order, carrying as complete and up-to-date stocks as may be found in any city in Idaho and other lines of business too numerous to mention." (brochure c. 1920)

Mary Jane Fritzen

AGRICULTURE AND CANALS

Surrounded by Russets

Idaho Falls is surrounded by a special kind of farm land which contributes significantly to the production of the world's most famous potato. The soils and climatic conditions of the Snake River plain are ideally suited for the crop which made Idaho famous. Potatoes grow best at high altitudes during long, warm summer days and cool nights. Irrigation water from Idaho's mountain streams makes it possible to precisely control the amount of water required to produce an ideal crop. The ash left by volcanic eruptions millions of years ago created light soils and deposited important trace minerals apparently needed for the production of a super potato.

Although there are more than 2,000 potato species under the *Solanum* genus, eight of which are grown by man, almost all of the potatoes grown in our state are of one variety, the Russet Burbank, affectionately known as the "Idaho Russet." Originally developed by Luther Burbank in 1872 from a single seed ball growing in his New England garden, this new variety would produce two or three times more than other common varieties. Lon D. Sweet from Denver, Colorado selected a sprout out of the original Burbank seed tubers which had a rough or russeted skin; and this seed eventually found its way to Idaho. The new elongated potato was high in solid content, had a mealy white fluffy texture and a pleasing flavor - the ideal baking potato.

It is not known exactly when or by whom the first Sweet's Burbank Russet seed was brought to Idaho, but for a period of years Idaho was the only state growing Russet Burbanks and soon gained worldwide fame. Attempts were later made to grow the Russet in other areas, and it is now grown in Washington, Oregon, Maine, Colorado, Michigan and Wisconsin. Idaho potato experts continue to maintain, however, that no state can match the ideal growing conditions in Idaho, and so the tradition of the wonderful Idaho baker piled high with sour cream and melting butter continues.

In the early years, potatoes were planted by hand in furrows made by walking plows pulled by horses. They were dug with shaker plows, and later by one row horse-drawn diggers, and then picked, bagged, and hauled to sell, or placed in cellars. In the gold mining days, potatoes were hauled to Caribou mountain to be fed to the miners.

Picking Spuds. For the school children of Idaho Falls until the 1950's, there was no task more solemn to perform in the Fall than to help the farmers get their potato crop in. Schools were dismissed for "spud vacation." They were joined by housewives, anxious to earn a few extra dollars, and by migrant workers. The two weeks spud harvest vacation took place after the frost killed the potato vines, usually in early October. The potatoes had to be dug and picked up as soon as possible because more heavy frost would go deeper into the ground and kill the potatoes. During cold years it was not uncommon for farmers to leave part of their crop frozen in the ground.

Pickers would arrive in the field often before sun-up. They would usually work in pairs, each having a wire basket. The best pickers could average over 200 sacks a day, and the fastest pickers often seemed to be women. Two filled baskets would be emptied into a "halfsack," a burlap bag, picked from those scattered along the rows by the farmer. Pickers received seven cents a halfsack during the 1950's. It seemed to be the same rate on every farm, but one hoped for a field with big potatoes and with few weeds and clods. The work was backbreaking; partners would take turns holding the sack while the other dumped the baskets. It was an unpleasant experience to get one's glove gooey from unknowingly picking up a rotten potato, then to have the misery compounded by the thistles which more easily pierced the wet glove. Pranks abounded in the fields among the kids. They paused for clod fights to break the boredom, and rocks were sometimes placed into the bottoms of sacks to provide a heavy lift for the "buckers," teenage boys who loaded the sacks onto the

horsedrawn wagons. Sometimes tumble weeds were placed into the bags, with a few spuds on top, to further deceive and irritate the buckers.

Pickers had to be careful not to be stepped on by the draft horses or run over by the tractors or trucks. The late 1940's and early 1950's saw the last use of draft horses in the potato harvest. Many can still remember the wet burlap cloth placed around the horse's nose to help keep flies away. The farmer would sometimes let city kids sit atop one of those huge marvelous creatures while they rested.

Modern combines and other equipment made possible a quicker and more efficient harvest of potatoes. New equipment and deep well irrigation have greatly expanded potato acreage. It has been estimated that in 1882 only about 2,000 acres of potatoes were produced in Idaho; in 1988, 350,000 acres were grown.

Processing. In recent years great progress has been made in the processing of potatoes and in developing new uses for the Idaho Russet. Most of the processing innovation has taken place in Idaho, and some of the most important "firsts" actually took place in Idaho Falls. World War II food demands led to the dehydration of potatoes, and the J.R. Simplot Co. produced the first frozen french fries. These were fries that had been frozen, thawed out and then reconstituted. Today only about half of the average truck-load of potatoes coming out of a field would end up fresh in the supermarket or in restaurants. The rest are in snack packages, such as potato chips, or in sliced potato casseroles, or made into granules, flakes, or other products. Potatoes have even been used to make gasoline and vodka. Here are some of the "firsts" in potato processing that took place in Idaho Falls: potato flour (Rogers Brothers), potato dice (Rogers Brothers), dried hash browns (Roger Brothers), dehydrofrozen chunks (Idaho Potato Growers), toaster hash brown (Miles Willard Co.).

Submitter: Linden B. Bateman

Grain Producers

Idaho Falls began as a trading post and developed into a distribution post when the railroad came to Eagle

Rock in 1879. Until the 1950s when the INEL located in the desert west of Idaho Falls, agriculture was the main economic factor of the area. The city was the main supplier of food, supplies, equipment and repairs, plus the market place for the agriculture community surrounding the city. Idaho Falls still serves as a food-processing center for farms in the Snake River Valley. Large potato processing plants, Idaho's largest stockyards, and grain elevators are within the city limits. [Editor's note: In 1991 INEL and agriculture each accounted for about 40% of the economic base.]

Farming was the primary purpose of coming to settle in the Snake River Valley. There were a few farmers in the valley earlier, but not until 1883 did the valley see much activity in farming for a living. Early explorers and miners described this valley as one of the most hopeless spots encountered on their ox train journey across the continent.

However in the spring of 1869, Professor Hayden, who came with his geological party, spoke favorably of the Snake River Valley as a possible agriculture country. He reported the valley was "composed of a rich, sandy loam, that needs but the addition of water to render it excellent farming land."

In the late 1800s, blacksmiths, eating houses, saloons, and general stores were the beginnings of the area's economy. The agricultural economy was strengthened when crops and livestock became viable sources of income.

The Homestead Act, passed by Congress, May 20, 1862, and signed by President Abraham Lincoln, provided for any citizen of the U. S. who was the head of the family or over 21 years of age to file on 160 acres of unappropriated land and to acquire title to the same, by residing upon and cultivating it for five years and by paying such fee as was necessary for administration. "Proving up on the homestead" was a common term used by those meeting the requirements and getting title to their land.

While the land came free to the early settlers, much labor was required. There were no roads nor bridges, only the tall sage brush. To clear the land, horses were hitched to large chains and these were pulled through the sage. Then hand hoeing was required. The ground had to be plowed twice to prepare the soil for planting. The grain was broadcast by hand and harrowed in with

harrows made from poles.

As fast as the land was cleared, canals and ditches were dug to bring water to the land. Wheat, barley, oats and corn were the first small grain crops planted. Every farm needed these grains at home for food for themselves and their livestock, from 1865, but in 1887, larger crops were reported and the farmers started marketing them.

Early farm implements. In the 1880s some small grain crops were harvested before "self-binders" became available. When these binders were available, two or three farmers joined together to purchase and operate one to harvest their own grain and also their neighbors' on a fee-per-acre basis. The binders, pulled by three horses, cut and bound the ripened grain into bundles or sheaves ready for threshing.

One of the first threshing machines was driven by horsepower. Six teams of horses were hitched to an upright shaft. As the teams walked in a circle, they turned a shaft which led to the separator, into which two men threw the bundles of grain. Two other men held sacks to catch the wheat. The straw was taken out on a long belt and dragged away by two horses hooked to a straw fork. One horse pulled the fork loaded with straw away from the separator while the other horse pulled the fork back into position.

Because threshing machines were costly, farmers joined together to acquire them. A number of farmers united their teams and equipment, going from farm to farm in sufficient numbers to complete each harvesting job in one operation. This group became known as the "threshers," and their annual coming was a big occasion. The women put on large feasts for these men, supplying all three meals plus treats throughout the day, as they started early and worked long after dark.

In 1892, the first steam thresher engine arrived in Idaho Falls. This soon replaced horsepower in operating the separator and was used to pull the thresher from place to place.

During the early 1900s, the construction of flour mills and sugar factories helped the population of Idaho Falls grow.

In 1991, Bonneville County was the leading barley producing county in the state of Idaho, and Bingham County was the leading wheat producing county.

Submitter: Jean Schwieder

Sources: Personal files

Lloyd Mickelsen, Idaho Falls, Idaho North Stake History (Homestead Act).

Livestock and Livestock Auction

Livestock. In the early days of Idaho Falls, almost every family had a cow, a horse and a few chickens. Because people usually made their own dairy products, dairying got a slow start. Horses, of course, were common for sport and transportation and also provided horsepower for the farms.

In the adjacent regions cattle and sheep were grazed on thousands of acres, then shipped to markets in Chicago and Kansas City. Wool and mutton were major income sources.

Livestock producers also raised hogs fed on grain and alfalfa. Bish Jenkins, local livestock man who grew up here, recalled, "I lived on 750 'I' Street. We had a milk cow right there in the 1920s. In the late 30s they started moving corrals out of town. My Dad had a livery stable here." His family maintained two homes, one in New Sweden, and another in the city so the children could attend Riverside School. For sport the boys used to hook a good buggy horse to a surrey and race the automobiles. "We could always beat the cars into town."

The Idaho Falls Daily Post "Peace and Prosperity Edition," 1919, reported: "The great free range of the mountains and the vast forest reserves provide abundant pasturage for the grazing of cattle and sheep for the greater part of the year, while the many sugar factories throughout the valley furnish their by-products, excellent feed for cattle during the winter months.

"Due to the fact that this particular section of Idaho has grown so rapidly, the day of the great cattle man and sheep man, raising immense herds and flocks, is about over. However, there are a few who still go into this class of business on a large scale."

They name the following who graze livestock on thousands of acres in the upper valley:

The Denning and Clark Company with headquarters in Clarke County, pioneers in this industry

who have made a remarkable success.

The Woods Livestock Company of Spencer, that specializes in the raising of sheep.

"Frank Reno of Idaho Falls, who owns thousands of acres of land in what is known as the Birch Creek country in the northern and western part of the valley where he has several thousand head of sheep and some of the most modern ranch buildings in the entire valley."

"The Utah-Idaho Sugar Company, which, during the past few years, has done more than anyone else in the valley, to promote the feeding of beef cattle. Through their system farmers with small capital can secure cattle for feeding purposes. . . . Many farmers realized much profit from their ventures in this industry.

"A. J. Stanger of Lincoln is another one of the big live stock producers of this valley. He has made a scientific study of the feeding of beef cattle, as well as sheep...Earl Wright, one of the young live stock men of the valley, has made a great success in sheep raising. He controls hundreds of acres to the east of Idaho Falls....[George C. Nielsen family,] Leo J. Nielsen and Christian Anderson of Ammon are men who have made continuous successes in the sheep raising business. They also operate to the east of Idaho Falls.

"W. A. Anderson is one of the biggest operators in the live stock industry in the valley and handles yearly hundreds of head of horses and cattle. J. T. Edwards is another one who has made a phenomenal success in the sheep industry. . . .

"Nearly every farm home has some live stock, and the farmers as a whole realize the benefit of raising the better grade of stock.

"The sheep that are raised in the Snake river valley are the best to be found anywhere, and Idaho mutton procured from this region has topped the Chicago and Kansas City markets repeatedly. Sheep and cattle are singularly free from disease and the open winters with abundant sunshine make it possible to handle these two classes of live stock at a good profit.

"Dairying industry is practically in its infancy and presents abundant opportunities. Another growing industry is that of hog raising...."

Although early butchers, such as Bennett, Brandl, and some others, slaughtered on a small scale, the city

has not had a big slaughterhouse, nor meat packers.

Bees. A city brochure by the Club of Commerce of the 1910-20 period, reads, "Bee culture is claiming the entire time and attention of a number of men....Mr. J. E. Miller of Idaho Falls, several years ago recognized the possibility of this business as a revenue producer and entered upon bee culture as a side line to his regular business, that of a jeweler. So profitable did it become that he abandoned his former vocation and devotes his time exclusively to his hundreds of stands of bees. His shipments this year amounted to forty-four tons of extracted honey and this from an investment of a few hundred dollars."

Idaho Livestock Auction Company

Livestock are bought and sold in Idaho Falls by auction. The first livestock auction was held at the Idaho Livestock Auction Company on Northgate Mile August 28, 1936, and continues in 1991.

First owners were from Nebraska. F. William "Bill" Gourley was the first auctioneer. In 1937 Floyd E. Skelton moved to Idaho Falls and the next year bought an interest in the company, then bought out the Nebraska people. Other owners were Ray Skelton and Stanley Spencer, who sold out to Floyd and Leon Skelton. When Floyd died in 1987, Leon Skelton remained sole owner.

Skelton compared the business to a brokerage: "We are brokers. People from Idaho, Wyoming, and Southwest Montana consign their livestock to us to sell it. Everything is sold by auction—cattle, sheep, hogs, and horses."

Submitter: Mary Jane Fritzen

Sources: Bish Jenkins, Leon Skelton, Bonneville Museum files, including newspaper clippings; Joe Marker, in Beautiful Bonneville

SUGAR INDUSTRY IN EASTERN IDAHO

Sugar Beets. While sugar beets grow in many places in the world, they thrive particularly well in the irrigated soils of the west. Idaho, famous for its potatoes, should also be known for its sugar beets. For many years the state was ranked among the top four in the nation for the production of sugar beets. Along the Snake River from St. Anthony in the northeast to Burley in the southwest, hundreds of independent growers produced sugar beets for processing at the Idaho Falls sugar processing plant.

Lincoln Sugar Factory. Idaho's sugar industry began about the turn of the century. Following the success of its first sugar factory at Lehi, Utah, Utah Sugar Company, organized by the LDS (Mormon) church for the purpose of bringing in industry and a "cash" source for the area, expanded into other areas. In 1903 principals of the company and some Idaho citizens formed Idaho Sugar Company and constructed a factory at Lincoln, just east of Idaho Falls.

Heber C. Austin. Heber C. Austin, a native of England, had learned the process of western farming, including irrigation and sugar industry, in Lehi, Utah. He moved to Lincoln, Idaho, in 1903, where he was instrumental in organizing and putting into operation the U & I Sugar Co. factory. He was named agricultural superintendent for the sugar company, helping to lay out the ground for the factory and promoting the growing of sugar beets. He helped found and build up the town of Lincoln. He was made president of the LDS Bingham Stake when its headquarters were moved to I. F. in 1908. Austin made a lasting impact on the Idaho Falls area in launching a flourishing industry, and in financial, civic and religious leadership roles as well.

Other Factories in Southeast Idaho Face Tough Times. Further expansion brought the formation of Fremont County Sugar Company with a factory constructed near Rexburg. The town grew around the factory and was called Sugar City. These two companies merged in 1905 and became the Idaho Sugar Company. They enlarged to acquire factories at Blackfoot and Nampa. The Idaho companies and Utah

Sugar Company agreed to a merger resulting in the formation of Utah-Idaho Sugar Company in 1907. For a time factories were operated in Shelley and Rigby. Only the Lincoln factory survived beyond 1950.

Lincoln Factory Survives All, Strengthens Economy. The Idaho Falls (Lincoln) factory was able to survive through all the trials and surprisingly did not miss a single operating campaign in its 75 years of operation. Over the years it was repeatedly improved, enlarged, and modernized. Its original capacity of 600 tons of beets per day increased to 4400 tons, and the factory earned the distinction of being one of the most efficient plants in the industry. Over the years it produced over 4 billion pounds of top quality sugar. Under participating contracts, Idaho growers received from 14 to 16 million dollars a year from sugar beets, one of the most valuable crops in the state. U and I Inc. expended more than \$4 million a year for supplies and services. Capital improvements required additional thousands each year. U and I employees in Idaho received in excess of \$2.5 million a year in wages and salaries. For all its transportation needs in the state U and I paid more than \$2 million each year. To support government at all levels U and I contributed more than \$1.5 million every year in taxes for schools, highways and other vital public services. These are very significant figures in light of the dollar value of bygone years, and meant much to the economy of the area.

Through capable management by general and local heads of the company, operations continued in spite of the increasing cost-price squeeze. In addition to Heber C. Austin, many locally will remember the outstanding work and influence of W. J. (Jack) O'Bryant, for years the district manager of the company, and his service in the community as two-term mayor of Idaho Falls, and as a church leader.

Industry Closes. Economic factors continued to arise, however, making the production of sugar beets and sugar increasingly non-profitable for U and I Incorporated. In 1978 the management of the company announced the closure of its sugar operations and its processing plants in Idaho Falls, Garland, Utah;

Moses Lake and Toppenish, Washington - the four remaining plants of a total of 17 in its 75 years of operations.

Thus ended the saga of the sugar beet industry in Eastern Idaho, a pioneer industry through the years infusing wealth, industry and color into Eastern Idaho.

Editor's note: By 1991, the factory building was gone except for the smoke stack. It was purchased by Evans Grain Company for storage and shipping of grains. They are using the huge storage silos, part of the warehouse, shipping docks and storage tanks. They ship grain to the west coast on the railroad.

Submitter: W.G. Woffinden

Sources: W.G. Woffinden, personal files. He was office manager 1972-1979.

Post Register, 7/2/76 and 7/10/80

Lloyd Mickelsen, Idaho Falls, Idaho, North Stake History, c. 1982.



Lincoln Sugar Factory

THE CANALS

The Utah and Northern railroad neared Eagle Rock in 1878. Young men of the work crews—some who had helped lay rails across the continent and others from the Utah settlements—eyed the level sage-grown prairie, available for the taking. Eager for opportunities, many would return to claim the promising land. Snake River valley fairly bustled in the next two decades.

Cattle ranchers Orville Buck and George Heath had planted and harvested grain in 1874 and claimed irrigation water rights on Willow Creek. All the valley needed was water, and there was plenty of that in the Snake River. But "Idaho's Nile," as some liked to call it, did not overflow by itself. Homesteaders began to dig canals, but found that sweat equity was not enough. They needed supplies, capital, surveyors and legal services.

Like the land-hungry homeseekers, business people of Eagle Rock could see the boundless potential of valley farming. Some claimed big tracts to resell for quick profits with only lip service to canal projects, but a goodly number of earnest entrepreneurs devoted resources and energies to the long haul of making the desert blossom. Names well-known in Eagle Rock appear early in canal company records: H. W. Kiefer, C. C. Tautphaus, Joseph A. Clark, H. L. Rogers, J. H. Bush, C. W. Burgess, J. Ed Smith and many others. Attorney Otto E. McCutcheon served irrigation interests faithfully for many decades. Bankers contributed support, not only to Eagle Rock area endeavors, but to enterprises up and down the valley. A list of farmers who built the canals would be a veritable roll-call of pioneer families. Representative leaders included James E. Steele, C. W. Owen, David Ririe, John Empey, George P. Ward, Edmond Lovell, Hyrum Frew, Willard Moore, Eli McIntire, F. L. Brown, James Denning, S. G. Crowley, Rufus Norton, Joseph Mulliner, James Heath, Harry Groom, Joseph Olsen, Howard Andrus, Christian Anderson and of course many more.

Canal planning and building was hard, frustrating work, with failures abounding. The whole business of water rights could turn into bitter quarrels. Nevertheless citizens of eastern Idaho working with common purpose and cooperation succeeded in creating a stable, lasting base for city prosperity and a

bountiful empire of valley farms. Canals are user-owned and maintained, and the numerous and intricate canal systems of the entire upper valley are under the jurisdiction of Irrigation District No. 1 of the state of Idaho, with headquarters in Idaho Falls.

Anderson Canal

John C. Anderson had joined his brother Robert in the toll-bridge business in 1872. In 1879, he launched an irrigation project by hiring surveyor J. H. Martineau to stake out a canal from Snake River.

"Jack Anderson is constructing an immense canal taking the water from Snake River about 25 miles above and bringing it over a large section of the country comprising thousands of acres which will be about 25 miles in length and cost from 25 to 30,000 dollars," according to the "Register" in November, 1880.

In the meantime, George and Robert Smith had chosen homesteads near where Snake River emerges from its canyon—the later Poplar community. They had claimed a likely place to coax water from the river and succeeded in digging a canal to water their crops in 1880. Anderson Brothers, doing business as Snake River Water Company, negotiated with the Smiths for their river site, and proceeded with their canal project.

In 1887, Snake River Water Company stockholders sold their canal and water rights to Eagle Rock and Willow Creek Canal Company. For several miles from the river, the canal continued to be known as the Anderson, and a low retaining dam built across the river in 1902 bears the name Anderson Dam.

Eagle Rock and Willow Creek Canal; Progressive Irrigation District

Homesteaders along Willow Creek saw plainly that they needed additional water from Snake River to augment the flow of the creek, which branched into three channels and could serve hundreds of acres of potential farms. In 1884, they organized the Eagle Rock and Willow Creek Canal Company, and claimed a river

site a few miles below the Anderson Canal heading. Stockholders dug a canal to reach Willow Creek.

In 1887, this canal company purchased the rights and facilities of Andersons' Snake River Water Company and joined the two canals near the mouth of Willow Creek canyon—a few miles below the later Ririe Dam. These and small canals such as the Hillside, Gardner and others branching from Sand Creek and other side channels, were later incorporated into the Progressive Irrigation District for management and distribution, with business offices in Idaho Falls.

Farmers Friend Canal; Enterprise Canal

The Farmers Friend Canal first brought water from the river to Poplar in 1884, and later was extended to Shelton, Milo, and Ucon. The smaller Enterprise, constructed 1890-1894, served more of the same area.

Porter Canal

The notion of “flour gold” flowing in the waters of Snake River in the 1880s sent adventurers, businessmen and off-duty barkeepers scurrying to claim sites for sluices and other touted “gold-saving machines,” according to numerous items in the “Register.” Much gold was recovered, operators proclaimed—without verification—and the fever waned.

The Maclean Gold Mining Company filed on water and placer mining claims in 1886, and dug a canal close to the west side of the river near Eagle Rock. Besides the mining activity, irrigation water was furnished to a few developing farms downriver. In 1887, a Denver financier became owner through mortgage default. In 1893, the Great Western Canal Construction Company acquired the holdings, including the canal which still runs through the city's west-side motel row and bears the name of the absentee investor, Henry M. Porter.

Woodville Canal

The young men from Hooper, Utah, who eyed unclaimed land south and west of Eagle Rock in 1888 had no money, but unbounded ambition. They brought their families the following year and commenced the ongoing miracle of turning sagebrush into homes and farms. A great expanse of cedar-grown lava crevices lay along the west side of the tract. It was a nature-given

resource to cut for fuel and to trade for needed commodities. Woodville seemed an appropriate name for the community.

A canal taken from the river three miles below Eagle Rock could be directed to the farms, it was thought. George Gifford used a surveying instrument made with a spirit level to stake out a course for the canal. To be safe, the settlers brought in surveyor Joseph A. Clark from Eagle Rock. He found the grade correct with only a few changes. Also, he took his pay in cedar wood. Another good market for the cedar was the flour mill on the west bank of the river at Eagle Rock, where wood was used to fuel the steam-powered roller mills. Farmers could take flour for pay, and trade surplus flour for other supplies.

George Gifford was elected president of the Woodville Canal Company, and water stock was issued to pay for labor in building the canal and ongoing maintenance. By the spring of 1893, water to supply 3000 acres was turned into the canal. Other early homesteaders included Matthews, Kerr, Messervy, Taysom, Hammer and other families.

The Idaho Canal

In 1890, when Idaho became a state, Eagle Rock was blossoming into the city of Idaho Falls. High hopes abounded. Joseph A. Clark, C. C. Tautphaus, Nels Just, DeForest Chamberlain, Casper Sauer and other area promoters, with Lucius Hall of Salt Lake City and unnamed Chicago backers, incorporated the Idaho Canal Company “to construct and own canals, and acquire water rights, to take water from Snake River for the purpose of agriculture, manufacturing and mining.”

Tautphaus deeded to the company a site and 1889 water claims near Bear Island, ten miles upriver from town. To bring water to thousands of acres as proposed, freighter-turned-homesteader Nels Just contracted to dig the huge canal. With his eighteen-year-old son James, Nels supervised a large crew who worked with slip scrapers and three primitive graders drawn by twelve horses. When that large project was completed, the company acquired a second site and water rights close to other canal headings near the mouth of the Snake River canyon, and later, down-stream on the main river, a headgate site to supply irrigation water to the Indian reserve lands.

Great Western Canal Company

Promoter Bernard McCaffrey filed on Snake River water rights in 1891. As Great Western Canal Construction Company, he also acquired the holdings of the Porter Canal Company in 1893. After various name changes and shifting of eastern financial backing, Great Western Canal and Improvement Company owned McCaffrey's interests as well as thousands of acres of potential farming ground. Promoters claimed the company spent four million dollars building canals and acquiring land titles. This company sublet the project of bringing in settlers.

The new company recruited mostly hardworking farmers of Swedish heritage, who arrived in Idaho in 1894 and succeeding years. As in all pioneering, problems were legion. Worse, the Swedes found they had been swindled by the land company, though litigation later alleviated some of the inequity. The Swedes stayed on, and gradually assumed ownership and management of the Great Western Canal Company and smaller units which it absorbed.

Notable Swedish pioneers included Burkman, Lundblade, Anderson, Lundgren, Melquist, Peterson, Swanson, Johnson, Beckman, Nelson, Erickson, Carlson, Hanson and other families.

The Great Feeder

Downriver from early canal diversion points at the mouth of Snake River canyon, a smaller south channel runs parallel to the river some thirty miles. Settlers tapped this water source for many canals including Harrison, Burgess, Rudy, Rigby, North Rigby, Butler Island, Clark and Edwards, Lowder and Jennings, East Labelle and others. But river currents veer, and during the summer of 1894, the side channel, dubbed the Dry Bed, ran scant. Frantic water users tried to no avail to build diversion dams to feed the channel.

Pooling their resources, patrons incorporated the Great Feeder Canal Company on January 1, 1895, and launched a project of heading a huge canal a half-mile upriver to divert water into the Dry Bed. The finished headgates were touted as the largest in the world, and a gala celebration in June marked the opening. Surveyor Joseph A. Clark, active in the project from the beginning, was on the program, along with Editor

William E. Wheeler and area notables Thomas E. Ricks, Charles Ellsworth, R. L. Bybee, J. A. Webster, R. F. Jardine, Josiah Call, H. M. Perry, and J. P. Davis.

Changing water currents of later years made necessary the building of larger diversion structures.

Dams Across Snake River

Canal users learned to cope with breakout and sinkhole disasters, but changing river currents and unstable seasonal water flows presented constant and critical challenges. In 1900, stockholders of the two big canal companies drawing water a few miles upstream from Idaho Falls pooled their efforts to replace previous rockfills with a low dam. Designed to divert a steady supply of water to the Idaho Canal on the east and the Great Western on the west, the project was supervised by August Erickson and E. J. Hall, with Lem. J. Hall as foreman.

Working in the water, drillers made holes in the solid lava bottom of the river for anchor bolts for the dam's foundation. The bolted-down framework was then filled in with tons of huge boulders. Three-inch plank faced the dam, and a plank deck covered the 944-foot span. In about 1912, a reinforced concrete dam was constructed behind the rock dam, which was left in place.

Porter Dam

August Erickson and the Halls repeated their dam-building success in 1901 by contracting to build a barrier to divert water into the old Porter Canal. Using their equipment from the previous year, they constructed the Porter dam of squared timber of dimensions up to 12 by 12 inches for framework, and using rock cribs for deeper channels. This dam ensured adequate water to feed into the Great Western system.

The Idaho Falls Canal

The new century spawned ambitious dreams. Mayor Joseph A. Clark, with his council, began plans for a canal to generate power for the town. By 1901, Perham Brothers Contractors completed digging a canal to an admirable spot for a generator.

Upstream from Idaho Falls, the canal diverted water from the river by means of a rock crib diversion, and coursed southeast to low ground in the area of the

later A. H. Bush school. A small lake formed here, from which water could be released as needed for the generator. The canal continued southeast to cross the railroad tracks and reach First Street, where it veered south. The Canal Builders excavated the broad expanse which later became Boulevard down to Tenth Street. Here at the bottom of a slope, workers installed a 125 horse-power generator, and the town was in the electrical power business. Over one thousand dollars was collected the first year. The canal water was diverted into Crow Creek below the generator to be returned to the river.

This power plant was replaced in 1911 by a new generator installed on the river at Eagle Rock Street. The canal was covered over in about 1914 and Boulevard opened for traffic. A small park on the west side, near the intersection of 9th Street, marks the site of the original generating plant.

An excerpt from City Council minutes June 12, 1914, explains when and why Boulevard north of 10th was opened as a street:

To the City Council:

As our new power unit is about completed, and the old City Plant has been out of service for some time; and as the flume is rotting away and likely to go out at any time; and as a further continuance of the City Canal will necessitate new bridges and other repairs which will mean a big expense to the City; and as a ditch-rider is necessary all the time when the canal is in operation, being one more salary on the City's pay-roll; and as the day is fast coming when a covering to the Canal will be necessary to protect life, on account of the treacherous banks; and as the whole canal only means one hundred twenty-five horse-power, and the same investment would install four hundred horse power at the river; I recommend that Boulevard be opened as a street from the old power house to the coal-chutes. This will not jeopardize any valuable rights, and, at the same time, will make a much needed improvement.

I trust this recommendation will meet with your hearty approval.

Barzilla W. Clark, Mayor

Osgood Project

The gently rolling land north and west of Idaho Falls lay too high above the river for a gravity canal, but appeared well-suited for the newly developing system of alternate years of fallowing and planting—dry-farming. The Idaho Falls Dry Farm Association claimed seven thousand acres in 1904 and began to cultivate the area. H. C. "Bud" Frew directed large crews who used fifty teams of horses to plant and harvest.

Moving in a new direction in 1914, A. T. Shane, J. L. Milner, W. L. Shattuck, L. A. Hartert and George Brunt, all of Idaho Falls, launched the Osgood Irrigation Project. They built two small reservoirs in Jackson Hole to furnish water to be taken out downstream where it was pumped thirty-five feet up to a canal. Joe Marshall surveyed the contour canal following ridges. Crews worked with dozens of horses to construct the canal system. George Brunt served as general manager of the project. First returns were meager, but improved with good cultivation practices. In 1919, Utah Idaho Sugar Company purchased the tract and expanded it to ten thousand acres. Don C. Walker, superintendent, staked out many of the canals and laterals. It was said that he could survey, unerringly, by sight. The sugar company gradually sold the land to individual farmers.

Submitter: Edith Haroldsen Lovell

Primary Sources: Daughter of Utah Pioneers, Pioneer Irrigation, Upper Snake River Valley, compiled and edited by Kate B. Carter, 1955.

Idaho Falls City Council Minutes, 1914; Sanborn maps, 1911.

Files of Edith Lovell, who is author of Captain Bonneville's County, Idaho Falls, 1963. She has written for the Post Register, special editions as a historian, and for Eastern Idaho Farmer, and published many articles.



Beef cattle



Common's Poultry



Spud Harvest, New Sweden



Wheat harvest



Harvesting oats



Flour mill



Irrigation canal

BUSINESS AND INDUSTRY

Agriculture spawned many industries to assure a strong steady agricultural-based economy. For example, the Potato Growers of Idaho flourished long and powerfully in potato processing and shipping, employing many people, as did many large private companies. Grain elevators dotted the tracksides; the railroad article reflects the volume of business. Under our heading of Agriculture, see also the Sugar Industry article. A major seed company, Rogers Brothers, operated here from 1911 until 1986.

Banks and Banking

A Man's Word Was His Bond. Old-timers remember that loans were sometimes secured by a man's word. Two early bankers credited with such trust were Minnie Gibson Hitt and Gilbert George (G.G.) Wright.

Minnie Hitt. Minnie Gibson Hitt, with her quick mind and caring heart, helped Eagle Rock residents build their dreams by lending them money. As the only female banker in town, she saw beyond the collateral and thought a moral risk was better than a secure one.

In 1889, at age 17, she arrived in Eagle Rock with her widowed mother and sister. She began working at a trading post owned by Robert and J. C. Anderson. As the success of the Anderson brothers progressed, so did Minnie's. When the brothers opened a bank, Minnie became a cashier.

Over the 50 or so years she worked as a banker, Minnie Hitt established a reputation for something bankers aspire to—an ability to size up a risk. But she took her work one step further.

She wasn't beyond telling borrowers how to spend the money she lent them. Minnie Hitt realized that a community's real value wasn't in the streets and the buildings, but in its people, and she had faith in those people.

The money she loaned helped the community

grow and kept families together during hard times.

Source: Lynn Hackman, *Post Register*, July 4, 1991; Lexie French and Cheryl Cox, *Second Stories*.

G. G. Wright. Gilbert George Wright came to Idaho Falls from Ogden, Utah in 1889 to manage a branch of Consolidated Wagon and Machine Company. This company had been founded by Gilbert's uncle George T. Odell, Heber J. Grant and other prominent men. It sold everything from farm machinery to buggies, seed and other farm supplies, saddles and lap robes. It became the first chain store with branches all over Utah and Idaho.

Gilbert married Matilda Ellen Bailey in 1890. His father Gilbert Josiah Wright, also came to Idaho Falls.

G.G. Wright was widely known and respected in his community. He was a great friend to farmers, especially in New Sweden. In bad years he loaned them money and gave them credit for seed and machinery at C.W. & M. He was a member of the New Sweden Pioneers Association.

In 1912 he was promoted to a management position in Salt Lake City, but commuted weekends to Idaho Falls. While driving from Salt Lake City he was killed in a car accident in 1933. From the many newspaper articles published at that time it is evident that he was widely mourned. Idaho Falls stores and banks were closed on the day of his funeral.

A summary of his positions indicates the nature of Idaho Falls business during the first three decades of the 1900s. In addition to being General Manager of the C.W. & M. Company, G.G. Wright was involved in many business and financial endeavors. He was President of the Anderson Brothers Bank, and with Edward Fanning, founded the Idaho Falls Mill and Elevator Company. The mill was the only market for grain and other produce for years. He was a member of the following organizations: Board of Directors of the First Security Corporation, Republican State Central Committee, the Rotary Club of Idaho Falls, the Elks

Club, Board of Directors of Utah Power and Light Company. He was President of the Dinwoody Furniture Company, the Rexburg Drug Company and the G. G. Wright Loan and Investment Company. He was Chairman of the Board of the Salt Lake City Branch of the Federal Reserve Bank of San Francisco and during World War I, he served as the Director of Council of Defense and the Liberty Loan Drive.

He was instrumental in having established in Idaho Falls the Carnegie free library and was a member of the first library board and President for two years, serving from 1909 to 1914.

Source: Marjorie (Mrs. Karl) Homer; Martha Jean Bybee Vlahos, The Wright Family History, 1982.

Short History of Banks and Banking in Idaho Falls

Anderson Brothers Bank opened in 1865 as a private bank in Eagle Rock, Idaho. This was the fourth bank in the state. Two banks were opened in Lewiston in 1863 and one in Boise in 1864. The Trading Post on the banks of the Snake River was owned by Robert Anderson and Matt Taylor. They built a toll bridge and provided some banking services. Joined by Anderson's brother, John, these men expanded their enterprise as the village grew. It was a private bank until the Anderson Brothers Bank was chartered by the state of Idaho in 1898. It was acquired by Eccles Browning in 1927, and became a branch of the First Security Bank of Idaho in 1933.

Other early banks opened by the turn of the century were the following:

The Bank of Eagle Rock, a private bank organized and opened in 1885 by G. W. Lyman, Charles Bunting and others. It closed in 1890.

The Farmers Mortgage Bank, a private bank, opened in 1890 and closed in 1891.

The Bank of Idaho Falls, a private bank opened in 1892 and chartered in the state of Idaho as the American National Bank in 1903.

The "State Bank" opened in 1900 and was granted a state charter in 1903. S. E. Larabie was president and C. G. Peck the cashier. It closed in 1921.

As the town grew and prospered many more banks

opened. Of the 18 chartered banks, three were closed voluntarily, and only one was closed by liquidating its assets. The remaining fourteen have been merged or bought out or are still in operation in 1991. Since about 1980 the meaning of the word "bank" has become somewhat distorted, with all financial institutions such as Savings and Loan companies, credit unions, thrift offices and small loan businesses sometimes being referred to as banks. However those referred to in this article are truly banks that have been chartered by state or national banking regulatory agencies and are insured by the Federal Deposit Insurance Corporation (FDIC).

Banks Operating in 1991 (listed alphabetically)

Bank of Commerce, opened in 1959.

Bank of Eastern Idaho, opened in 1985.

First Interstate Bank of Idaho, started in 1947 as Bank of Eastern Idaho.

First Security Bank of Idaho, started in 1865 as Anderson Brothers Bank.

Valley Bank, opened in 1972.

West One Bank, started in 1892 as the Bank of Idaho Falls, and chartered in 1903 as the American National Bank.

Key Bank of Idaho, opened in 1986 as Idaho Bank and Trust Company.

Submitter: Richard Adams, retired banker.

Sources: Idaho Banking 1863-1976, a Black Diamond History by Glen Barnett. Representatives of The Key Bank of Idaho, First Interstate Bank of Idaho, The Bank of Commerce.

For more information, including a historical summary of all 18 banks opened in Idaho Falls, see the topical file at Bonneville Museum, as submitted by Richard Adams.

Chamber of Commerce

The Chamber of Commerce has been very much a part of the Idaho Falls scene for over 80 years helping to forge the business community forward.

It came into being in February 1907 when the Club of Commerce was formed for the purpose of improving the business environment of the city, and throughout all that time it has enjoyed the leadership necessary to get jobs for the city and area.

The name changed April 28, 1919 to Bonneville County Commercial Club, and again April 5, 1922

when the Chamber of Commerce came into existence. At a later date it was recognized that whatever effected the businesses of Idaho Falls had an impact on the surrounding communities so the name was changed to The Greater Idaho Falls Chamber of Commerce, its present designation (1991).

A Board of Directors is elected each year by the business community and is the governing body of the chamber. The board elects the president who is the presiding officer for one year. This board then selects committees to assist in carrying out the ideas and projects it directs.

Space and lack of information prevent listing all the directors who have served the chamber, but the known list includes most of the prominent men and leaders of the community from all segments—business, professional and agriculture.

Those who have served as Presidents are as follows:

Idaho Falls Club of Commerce

1908	J. Wesley Holden	Attorney
1909	E. C. Mosley	County Assessor
1910	E. P. Coltman	Postmaster
1911	G. G. Wright	C. W. & M. Company
1911-12	B. J. Briggs	Attorney
1913	M. B. Yeaman	Editor, The Register
1914	Charles Oles	Real Estate agent
1915	L. M. Earl	Financier, building owner
1916	George M. Scott	Broadway Book Store
1916-17	Frank C. Bowman	Real Estate agent
1918	Eugene Wright	Furniture store operator

Bonneville County Commercial Club

1919	T. H. Kelly	Credit collection agency
1920-21	O. A. Johanesen	Attorney

Idaho Falls Chamber of Commerce

1922	George Bistorius	Book store operator
1922	W. L. Shattuck	Eastern Idaho Loan & Trust
1923	H. B. Sheppard	Real estate agent
1923-24	J. Wesley Holden	Attorney
1925	Ralph Edmonds	Attorney
1926	M. B. Yeaman	Editor
1927	W. A. Baker	Operator, variety store
1928	F. K. Finlayson	Newspaperman, I. F. Daily Post
1928	F. A. Carlson	Bonneville Auto
1929-30	C. A. Carlson	Farmer
1931	Ralph Albaugh	Attorney
1932	K. D. Rose	Rogers Bros. Seed Co.
1933	E. F. McDermott	Post Register
1934	H. B. Sheppard	

1935	E. F. McDermott	
1936-37	Don Kugler	Jeweler
1938	Worth D. Wright	First Federal Savings
1939	J. Earl Evans	Druggist
1940	David M. Sweeney	Realtor
1941	Forde L. Johnson	Ford Johnson Oil Co.
1942	William S. Holden	Attorney
1943	D. V. Groberg	Realtor
1944	K. P. Slusser	Slusser Wholesale
1945	B. L. Harris	Bonneville Auto
1946	George T. Watkins	Snake River Equipment
1947	Sterling W. Jensen	Realtor
1948	Aden Hyde	Eastern Idaho Farmer News
1949	Joe G. Call	Poultry firm operator
1950	Glen W. Royce	Johnson's Swedish Bakery
1951	L. L. Branthoover	I. F. Potato Growers
1952	Ray Groth	Ray Groth Oil Company
1953	William C. Kyle	Idaho Falls Hardware
1954	Marshall Keyes	Bonded Produce and Supply
1955	Ray E. Lundahl	Ray E. Lundahl Auto Co.
1956	Karl G. Page	Outdoorsman Sporting Goods
1957	Alex D. Creek	Oil distributor
1958	V. F. Mullin	Financial Credit Corp.
1959	Jack S. Gamble	Gamble's Grocery
1960	Ruland E. Williams	Certified Public Accountant
1961	S. "Eddie" Pederson	Tailor shop operator
1962	Bob Bauchman	Bonneville Construction Co.
1963	John D. Smith	Ready-to-Pour Concrete
1964	Paul Ahlstrom	Ahlstrom Furniture
1965	Van W. Briggs	Briggs Builders
1966	Kenneth L. Cunningham	Bon Marche manager
1967	Milton A. Romrell	Groceryman
1968	Charles J. Just	Just's Hardware and Appliance
1969	J. Allen Jensen	KID TV-Radio
1970	Luther Squires	Eastern Idaho Production Credit
1971	Rueben Svendsen	J. C. Penney manager
1972	Joe W. Hunter	Hunter-Saucerman Const.
1973	William T. Holden	Insurance sales
1974	Robert (Bob) Hammond	Farmer
1975	Lester W. Kiel	Tandy and Wood
1976	Wayne C. Hammond	Bingham Mechanical
1976	N. Charles Hedemark	Intermountain Gas
1977	J. Patrick McGahan	Gate City Steel
1978	Everett Jordan	Best Western Stardust
1979	J. F. Chadband	Chad's Furniture
1980	B. Phil Warner	EG&G
1981	Merrell C. Smith	Certified Public Accountant
1982	C. Timothy Hopkins	Attorney
1983	Cliff Brady	Brady's
1984	Dan McCallister	Intermountain Gas
1985	Jeffery E. Jones	First Interstate Bank
1986	Joseph Call	Certified Public Accountant
1987	Con Mahoney	Atlas Mechanical
1988	George Felker	Sears
1989	Larry Pettingill	Elliott Industrial
1990	Linda Milam	EG&G

In the early 1960s it was determined that Chamber activities involved too much time for volunteer personnel to manage, and the Board of Directors opted to hire a full time Executive Vice President. This procedure is still in effect. Executive Vice Presidents and Executive Secretaries have included Allison Smidt, Jack Gobble, Earl Hockett, Charles Stark, Robert (Bob) Stilling, William (Bill) Brooks, J. Kent Just, Chuck Bartholemew, Nancy Carlyle, Delmar Brewster, Ira Koplow.

In 1943 the following members who served in World War II were honored: Dr. W. R. Abbott, Dr. N. H. Battles, C. P. Blake, Adolph C. Bolte, Fred Carnes, Ralph Chapin, John W. Christopherson, Ralph Cowham, Dr. John S. Hatch, William J. Johnson, Dr. Dale L. Lee, Henry Martin, Paul Meier, Vay I Miller, Harry Mooney, Karl G. Page, William Parker, Marshall G. Scott, Thero Tippetts, and B. A. Wackerli.

The Chamber is dedicated to telling the Idaho Falls story. Message content has changed over the years, but information is readily provided to the business world and others seeking information on the most important regional shopping center in Eastern Idaho.

"Come to Sunnyland, the city with 6,000 inhabitants, two fine large schools, 23 teachers and a superintendent all earning \$60 to \$100 dollars per month." That's Idaho Falls described in a pre-World War I postcard put out by the Chamber, a far cry from the information of 1990 which is selling from a city of over 40,000 in Idaho Falls proper, two high schools, two secondary, 12 elementary, a technical college, and extensions of the universities, and more schools under construction or expansion. This does not consider the surrounding area of Bonneville County represented by School District 93.

The project which had the highest impact is support of the Chamber for the Idaho National Engineering Laboratory (INEL), constantly encouraging new enterprises to move to the facility. Idaho was originally selected to be the home of the Atomic Energy site in about 1948. Pocatello was expected to be headquarters. Through clever planning and lobbying Idaho Falls was selected. This included several trips to Washington by Chamber officers and a little underhanded work here at home. For example, a road was needed to connect the site location with the

headquarters town. Chamber officers were in Washington telling such a road existed; Chamber members here were out west of Idaho Falls starting where farm roads left off and grading a road across the desert to the junction of the highway from Blackfoot to near where central facilities were to be. When the selection committee came to town, Chamber members and their wives played host and saw to it that everyone, including wives of the committee, were sold on Idaho Falls. Pocatello did not make the same overtures, and when the decision was made, it was for Idaho Falls.

Even today with all the changes in the world the Chamber has remained behind the promotion of the INEL.

The Chamber has sponsored several air shows at the Idaho Falls Airport which have had drawing power from all over Southern Idaho. The airport itself has had the full support of the Chamber in its expansion and facilities over the years, making it second to none in the area.

Another of the ongoing activities is sponsorship of the annual July 4 celebration. Festivities begin at 6 a.m. with a chuckwagon breakfast, a huge parade at 10:00, an afternoon of activity at Tautphaus Park, often a professional baseball game at McDermott Field and a gigantic aerial fireworks display shot from Keefer Island in the forebay of the Snake River. Not all events of the day are sponsored by the Chamber but all are in coordination.

The year 1976 was the Bicentennial of the United States, and two years prior to that as a project commemorating the event the Chamber initiated construction of a new environmental-education center on the northern edge of Russ Freeman Park. The structure was to cost over \$1 million. The site was to become the permanent home of the Chamber of Commerce. It turned out this location did not serve the best interest of the business community nor tourism. After the Chamber moved back to a downtown location "Science Center" became a branch location for the universities of Idaho, and has become a valuable asset to the education system of Idaho Falls and area. (See separate story, INTERSEC.)

The Chamber office has over the years been located in many locations downtown, and in 1991

moved from Eastern Avenue to Lindsey Boulevard.

The Greater Idaho Falls Chamber of Commerce is affiliated with the United State Chamber of Commerce, Idaho Association of Chambers of Commerce, and the Idaho Association of Commerce and Industry. The present governing Board of Directors consists of the president, two vice presidents, treasurer, immediate past president, thirteen board members and two honorary members. The office staff consists of the executive Director and a staff of nine.

Submitter: Merrill Smith, President 1981

Sources: Chamber files and Bonneville Museum files

Rogers Brothers Seed Company

"Idaho Falls has one of the largest wholesale seed pea companies in the world," reported a 1923 brochure of the city. "Its spacious quarters are located at the corner of Eastern Ave. and Poplar Street. It is the largest industry in the city in point of number employed and amount of yearly payrolls." We are also told this seed company employs 175 people, of whom 150 are girls and about 30, men. Manager K. D. Rose came here from New York State in about 1916.

Rogers Brothers was founded in New York in 1876 by two brothers, Everett H. Rogers and Austin L. Rogers. It started its pea seed production program at Idaho Falls in 1911, constructing here new warehousing and seed cleaning facilities. Harvey W. Mauth, who joined the company and became president after it was acquired by Sandoz Ltd. in 1975, wrote this explanation of why Idaho Falls was chosen:

"What motivated past management to progressively abandon eastern and midwestern operations and migrate to the west? It must be recalled that in our early history fungicides and insecticides were not available. Thus when disease organisms became endemic in a seed producing area, a common solution was to move to new ground The high percent of sunny days and the timely irrigation capability on the new lands provided greater assurance of predictable yields, which provided improved inventory control and higher level of seed quality than in rainfall growing areas. More environmental factors were under control Rogers Bros. has always maintained an excellent breeding program in its three

major seeds—peas, beans, and corn."

Operations were extended beyond seeds when they developed a food products division. During World War II instant mashed potatoes were needed for the armed services, and so these products were continued afterwards. "In 1926 Rogers Brothers was the nation's first successful commercial producer of potato flour. In 1957 Rogers Brothers again was the first to commercially manufacture potato flakes—a form of instant mashed potatoes. Rogers Brothers dehydrated potato line continued to broaden until it became one of the most complete line processors of dehydrated potato products." Rogers also became one of the largest shippers of fresh Idaho russet potatoes. In 1972 they entered into the frozen food processing. (Post Register, July 2, 1976.)

Some of the leaders here were K. D. Rose, Rogers K. Rose, Ernest Rose, T. T. Hopkins, Harvey Mauth, William Parker, Lester Anderson, Dr. Melvin Anderson, Robert Thompson, and Marie Nelson. In 1986 Rogers Brothers left Idaho Falls and moved to Boise.

Submitter: Hazel Rose and Mary Jane Fritzen

Sources: Rogers K. Rose, Harvey Mauth.

Bonneville Museum files: Post Register, July 2, 1976.

1923 Brochure of Idaho Falls



An early bank



Real estate office, Louis A. Hartert (center)



Idaho Falls Real Estate Board promote potatoes, 1943



Chesbro Music about 1920



Broadway, 1909



Chamber of Commerce, INTERSEC

ENTERTAINMENT AND ARTS

ENTERTAINMENT

Early social entertainment included dancing, baseball, and the special event of the Circus coming to town. People joined clubs and attended church regularly. Church and school halls were the first amusement halls, and Highland Park became the first amusement park. Motion Picture theatres came to town in about 1908. Dance halls were built beginning in the 1920s. Some early amusements were picnics, parades, rodeos, horse racing, playing pool, and staging theatricals. Churches and schools led out in youth activities. Annual Old Folks Day, sponsored by the LDS Church, honored all Old Folks with a dinner, visiting, and entertainment.

Families provided much of their own entertainment, enjoying picnics and other outings. From early days an outing to Heise Hot Springs was enjoyed. Photos from the 1920s show bowling, skiing, and horseback riding, as well as camping, hunting, and fishing.

Homemade sports included horse races, then auto races, and even informal races between horses and autos. Agricultural fairs began in the 1880s. Horse racing was part of the entertainment. County fairs were gradually overshadowed by the Eastern Idaho district fair, Blackfoot, for the showing and competitions of produce and livestock, but continued to function in later years as showcases for 4-H endeavors. Rodeos, on the other hand, were money-making notions, besides being good entertainment.

Dancing. 1885: "Music for all. Eagle Rock Silver Cornet and String Band take pleasure in informing the people of Eagle Rock and surrounding towns that they are prepared to furnish music for celebrations, public meetings, picnics or dances. Peter J. Haze, Eagle Rock, Idaho." (Ad in *The Register*)

In 1893, a social note in *The Register*: "Miss Gibson [the future Minnie Hitt] wore a Josephine gown of cream surah silk, full puff sleeves of lavender pink"

to the Terpsichorean Club's Grand Ball, with dancing to Alma Marker's orchestra.

In 1895 Charles Longhurst fiddled for dances. John Herbert played violin and his brother Frank a dulcimer in a pavilion they built on their homestead.

Zada Smith Peterson, an early rural resident, remembered, "People of the area attended church regularly and took part in church-related activities for entertainment. They also had weekly dances for which music was provided by family groups, and the various church organizations sold home made candy and ice cream."

John Lingren built an early dance pavilion at Highland Park; some of the music was provided by a wind-up phonograph with a big horn.

New Sweden pioneers played accordion and fiddle. Sealanders developed their grounds into a park. In the 1920s Roland Beazer and a friend dreamed up a dance hall. He then constructed Riverside Gardens and later in the 1930s, Wandamere, on the Yellowstone Highway south of the city. This popular dance hall was filled regularly with couples, usually dancing with several partners during an evening.

Both for dancing and other entertainments, brass bands were also popular.

Baseball. "The hometown baseball team greeted the spring of 1893 in new gray suits with black trim. Their mentor C. E. Arney had come up in the world. He was editor of the Pocatello Tribune. Frank Hitt took over as manager for the team." So Edith Lovell wrote in Captain Bonneville's County.

In 1902, Rube Grimm organized one of the first teams. The ball diamond was located between C and D streets across from the old Union Pacific Railroad Depot. In 1904 the ball park was moved across the river south of the railroad bridge. In 1917 the city bought a field adjoining Highland Park to add a baseball field to the park. In 1940 Pioneer League came to Highland Park. Before that, in the 1920s, Idaho Falls took part in the Utah-Idaho League. When the old bleachers burnt

down, new bleachers were built in 1977 and the ball park was renamed McDermott Field.

Circus. According to former mayor Barzilla Clark, the first circus was on Eagle Rock Street, one block south of Broadway. It caused a tent city of 3,000 persons to rise. Visitors came by wagon or horseback and remained from one to several days.

The circus next was staged across the river. Elizabeth Ririe, an oldtimer, remembers her childhood: "When the circus came to town mother prepared a lunch and father loaded the entire family as well as other relatives and friends in the white top buggy and took off to enjoy a day in town."

A photo from about 1900-1910, reprinted in Post Register Nov. 4, 1979 is captioned by Joe Marker: "All dolled up for the circus. Area residents used to really put on their Sunday best clothes to come to the circus in Idaho Falls. Here a crowd of residents, from babies to adults, are walking from the circus tents, after enjoying a performance. Apparently they didn't mind all the dust." A second photo: "A Circus parade in downtown Idaho Falls in the early 1900s attracted crowds as shown in this photo taken on Broadway. This photo shows the elephants on parade with their trainer in the foreground keeping them in line."

"Marker retells the story recalled by Virgil J. Edwards, about the local elephant stampede. In about 1905, a circus tent pitched on the west side of the Snake River buckled under a high wind, and collapsed. The audience got out safely. Nearby elephant handlers were watering the herd in the Porter Canal when the fierce wind hit. It tipped over several buggies and scared the elephants. Most charged for the river, which was narrow and shallow at that time. There was no powerhouse nor cement retaining wall, hence no spillway between Sportsman's Park and Broadway Bridge except during high water. The elephants tumbled over the bank into the river water and came up blowing and squealing. Most swam over to the east bank and made their way up the rocks into the quiet water of the forebay, except one elephant that went on down the main channel. A trainer climbed the lead elephant, "Old Mom", which had not stampeded, and rode her along the bank, and finally succeeded in coaxing the swimmer out.

Handlers tried to coax the others out, but finally had to swim out and climb on some of the elephants' backs

and prod them a ways upstream. No sooner were they out than, in a festive mood, some of the elephants took off again, headed for downtown, upsetting buggies. Handlers eventually rounded them up and restored order.

See Also: Celebrations; Idaho Falls: Parks and Recreation

Submitter: Mary Jane Fritzen

Sources: Edith Lovell, Captain Bonneville's County.

Post Register in Bonneville Museum files.

War Bonnet Roundup

From its inception, the War Bonnet Roundup has been a way to promote Idaho Falls and recall the area's Western heritage. The first roundup was held in 1912 in conjunction with the Bonneville County Fair. The county had split off from Bingham County the year before, and Idaho Falls boosters were looking for a way to enliven the new county's fall exhibit of agricultural produce.

Boosters appear to have had William Cody's flashy Wild West shows in mind when they proposed staging the fictitious battle of War Bonnet. There never was a Chief War Bonnet, and no evidence of a War Bonnet cattle spread which some have imagined. In any case one-hundred native Americans and an equal number of cowboys were to enact the Battle of War Bonnet. The Indians were to attack an old-time stage coach from ambush and the cowboys defend. However the event was canceled when the Indians refused to take part.

Organizers convinced city fathers to allow them to set up the carnival on the newly paved Capital Avenue. Special trains were added with reduced fares, and Idaho Falls was mobbed. Daily crowds at the five-day fair and roundup were estimated between 12,000 and 14,000.

The early roundups were held in the afternoon at the county fairgrounds, now Tautphaus Park. But Idaho Falls could not escape the ebb and flow of world events, which prevented the rodeo from following an annual schedule. The roundup was not held during World War I, during several economically depressed years, nor during World War II. When it restarted after World War II, however, promoters cranked up the publicity to rekindle interest in the event.

In 1921 American Legion Bonneville Post 56 first sponsored the War Bonnet rodeo and has been doing so

annually ever since. Proceeds from the rodeo are used to support the activities of Bonneville Post 56. In 1914 and other early years saddles were given as prizes. The Bonneville Post received an offer from a Midland, Oregon man who wanted \$10,000 to sell them back a saddle he said was won in an early rodeo.

Promoters moved to the Sandy Downs rodeo arena south of the city in 1970.

Sources: Jon Jensen, Post Register, July 31, 1991

T. H. Stickley, American Legion Bonneville Post 56

Edith Lovell

History of War Bonnet Roundup by Afton Boam Dale, 1968

Beautiful Bonneville, p. 179, by Joe Marker

"Cheyenne Frontier Days," by A. J. Kennard, 1990.

Private correspondence from Richard Engel to Bonneville Post 56.

See Article on American Legion, in chapter on Clubs and Lodges, and see reference in chapter on War Efforts.

Heise Hot Springs

The hot springs on the north bank of Snake River 15 miles northeast of Idaho Falls were well-known. They are mentioned in fur trade diaries, and the Hayden survey party of 1871 called their bivouac there "Camp Union." They were called Kelly Springs by some for colorful old-timer, Pete Kelly. Pioneer resident Charles Hawley told of seeing deer soaking their feet in the hot water.

Heise Hot Springs was founded in 1894 by Richard C. Heise, who was attracted to the warm springs because they brought relief from his rheumatism. Thus, the resort was established as "Heise Health Resort." The resort was built up and became a popular recreation area.

A tourist brochure published in the early 1900s stated: "The famous Heise Hot Springs, the Carlsbad of America, are located twenty miles east of the city. Visitors who have been guests at all the famous watering places of America and Europe emphatically declare that the Heise Hot Springs offer superior attractions to all."

Submitter: Anny Fritzen

Sources: Edith H. Lovell

Bonneville Museum files.

Early Theatres

Theater has existed in some form or another from the very beginnings of Idaho Falls. In the 1880's,

wandering medicine shows included Eagle Rock in their travel schedules and, according to a 1934 Post Register article, "played to capacity houses." Traveling road shows performing on Park Ave. and D St. (where Milner Apt. later located) also enjoyed popularity during this early period. In 1907, patrons stood up to view the first motion picture to come to Idaho Falls.

Motion picture made its first home, appropriately, on Broadway. Joe George opened the Dime Theatre in about 1908. At this time, admission was 10 cents for adults, and 5 cents for children. Theatre-goers enjoyed movies without titles or subtitles. Instead, a lecturer explained the action in the film. Early movie houses were poorly lighted and not ventilated.

Idaho Falls became an amusement center for the valley. Along with George's Dime Theatre, the Scenic Theatre, also on Broadway, and the Star Theatre on Park Ave. sprang up. In 1915 George sold the Dime Theatre and opened the American Theatre on A St. The American later became the Gayety, which a 1934 ad hailed as having, "comfortable seats, improved ventilation, good pictures presented on the newest and most up to date equipment," — quite a change from the first theatres. The Rex Theatre also opened around 1915 on Park Ave. near B St. under the ownership of Al Hager. The Rex was later known as Falls Theatre, and then Centre.

Dr. C.M. Cline and C.A. Spath built the Colonial Theatre on A St. in 1919 to the delight of an enthusiastic public. The theatre housed 1,400. Its stage, the largest in the Mountain West, was used for a variety of performances including theatrical productions and motion pictures. In about 1924, Publix bought the Colonial and changed its name to Paramount. Later the Paramount was owned by Fox Motion Picture Studio of Hollywood.

In 1929, George opened the Broadway Theatre on Broadway, which would be the last theatre built downtown. The theatre included a Morton theatre pipe organ. The Broadway became the Rio about 1934. Later, Paul DeMourdant and Hugh Drennan purchased the theatre.

Submitter: Anny Fritzen

Sources Post Register, Sept. 10, 1934

Joe Marker, Beautiful Bonneville, p. 151

Idaho Falls Daily Post, Peace and Prosperity Edition, c.1919.

ARTS

The visual arts have long been a vital and integral part of the cultural history of Idaho Falls. Important contributions have been made by both native-born artists such as painters Ina Oyler, Helen Aupperle, Goldie Hales and sculptors Marilyn Hansen and Elnora Cheney, and artists such as Fred Ochi, Gloria Miller Allen, Suzanne Fonnesbeck, and Shirley Robinson, long-time residents who relocated from other parts of the country. A rich mixture of diverse origins, experiences, and professional training, including individual study by many area artists with nationally famous masters as well as international study by Fonnesbeck in Paris, Aupperle at the Royal Academies of Denmark and Sweden, and Ochi in his parents' native Iwokuni, Japan, has generated a vigorous and dynamic art community within the city.

The formation of the Idaho Falls Art Guild in December 1948 by Ina Oyler, Fred Ochi, Suzanne Fonnesbeck and Helen Aupperle reflects the strong sense of commitment that the artists of Idaho Falls have for their own peer group as well as for the city that has increasingly come to support and appreciate them. Their first shows were held in the gymnasium of the O.E. Bell Junior High School and then at Idaho Falls High School. In 1964 the Guild received permission to use the log building in Highland Park, constructed in 1930, for its shows, meetings, and as a permanent gallery.

There have been committees for the arts for many years in Idaho Falls. The Idaho Falls Arts Council was formed in 1989, preceded by the Idaho Falls Cultural Council which was initiated by the local American Association of University Women.

Submitter: Carol A. Chazin.

Sources: Idaho Falls Public Library and Bonneville Museum files.

Pioneers shared an enthusiasm for the theatre, both of their own making and imported. Stanley Crowley, who came as a boy in 1910, recalls weeping as he watched "Uncle Tom's Cabin" at the old theatre on Park Ave.

Productions were often presented in church amusement halls.

After thirty years of theatrical entertainments,

Idaho Falls still lacked an adequate performance hall to attract major traveling shows, when the Latter-day Saints Auditorium was built in 1915. C. E. Dinwoody, who had been manager of Armory Hall, managed the LDS auditorium from 1915 to 1918. Its stage was used for many years.

The Colonial Theater, later changed to the Paramount Theater, was built in 1919 at a cost of \$50,000. It had 696 seats downstairs and 331 in the balcony, with box seats, an orchestra pit and eight dressing rooms. Traveling vaudeville acts and minstrel shows entertained, and actors, dancers and musicians performed on a hardwood stage.

Joe George opened Broadway Theatre in 1929. The Spanish-styled theatre seated 900, cost \$150,000, was well ventilated and heated, and equipped with an organ. (See heading, "Theatres.")

Dance classes came to Idaho Falls in 1937 when Gladys Pinkerton brought Pinkerton School of Theatre Arts to the Bonneville Hotel to teach dancing, dramatics, and radio work. It was immediately received, and for about six years she commuted from Pocatello to teach dance, particularly Russian Ballet technique. Afterwards the Watson sisters came and taught into the 1950s. They commuted from Pocatello for several years until June Watson married Keith Wright and moved to Idaho Falls. Don Wilson, a professional Hollywood tap dancer, better known locally as a pharmacist, taught private students in the early 1940s. After he retired and spent winters in Arizona, he remained active in dancing into his 80s.

Larry Fotheringham Kroll and Betty Bloxham Anderson started teaching in the 1940s. Betty, who was born in Idaho Falls, said, "Performances were always held in the Paramount Theatre until the Civic Auditorium. I enjoyed the musty smell, awful dressing rooms, and the deeper stage and orchestra pit of the Paramount. Everything is now taped, but dancing to live music was totally different. They never played the same, so we always had to add steps, to ad lib. We used a pianist and percussionist. The dancers could hear the rhythm so understood the music better. In Europe the dance master beat the rhythm with a stick

or a cane." She studied in London and San Francisco, and remained in Idaho Falls, still teaching workshops for teachers and operating a dance supply store into the 1990s.

Submitter: Mary Jane Fritzen

Sources: Personal interviews with Stanley Crowley and Betty Anderson; Enid Yurman, Post Register, May 18, 1990; Dr. Charles Lauterbach, Theatre Department, Boise State University, who is writing a history of Idaho theatre; personal files of Betty Bloxham Anderson. For more information consult also the University of Utah library, Idaho Falls Public Library, and Bonneville Museum.

Early Music History, Idaho Falls, Idaho

Two institutions in particular have had a powerful influence on the growth of music and music study. In 1912, the Idaho Falls Music Club was organized, and in 1915, Horace Chesbro began selling pianos here. However there were many people interested in music from the early settlement. In the 1880s bands played for celebrations, and dancing was a popular amusement. Many patient early individual music teachers faithfully nurtured sometimes reluctant students. A few of them were Mrs. Aspinwall, Winifred Auperle, Fred Shade, and Mr. Fox, but there were many more.

During its early years Music Club took the lead in the musical development of the city. It later begat other organizations—Symphony, Symphony Guild, Opera Theater, Choralaires, Music Teachers Association, Past Presidents Assembly and Scholarships, Junior Music Club and festivals, etc. Some of these have since become independent organizations. Chesbros has become a major wholesale, retail and distributor of musical products—one of the largest distributors of printed music in the U. S., with a world-wide clientele.

Large concerts were generally held at O. E. Bell Jr. High from its construction until the 1950s. Since then, I. F. Civic Auditorium has been used. (See also histories of Idaho Falls Symphony and Idaho Falls Opera Theater, which follow.)

Music Highlights

- 1883First music store opened in Eagle Rock by Alma Marker, a violinist.
- 1883Sarah Murphy Crow brought first piano and became first Eagle Rock music teacher. She shipped her mahogany square grand piano to Eagle Rock. Some of her students without pianos practiced at her home. She rode horseback to give lessons to rural students. She was organist for Rebecca Mitchell's Sunday School.
- 1883Editor Wheeler wrote, "Eagle Rock has four organs, five pianos, one cornet band of 12 pieces, besides violins and accordions. What town of but 7600 inhabitants can make a better showing?"
- 1885Ad in Register: "Music for All. Eagle Rock Silver Cornet and String Band...."
- 1891C. E. Arney started one of first bands. He later said: "On a visit to Pocatello I met and heard play a very fine clarinetist, Charles Laurensen, an English boy, just roaming about the west, as so many were doing in those days. I had played in a band in Iowa—a clarinet, but as a finished musician I was a good blacksmith. But I talked to Laurensen about coming to Idaho Falls and he was receptive, but wanted a job. I returned to the Falls, interested Idleman, the miller, in the lad, and sent for him to come up. He did, and we organized the first band in Idaho Falls with him as a wonderful leader."
- 1892Band, Glee Club and Mandolin club gave concert.
- 1893First bandstand and pavillion in Highland Park.
-Grand Ball with dancing to Alma Marker's orchestra.
- 1899G. G. Peck family came to Idaho Falls from New England. Their pretty young daughter Ethel was a talented musician; many years later she would be a gracious first lady of Idaho, Mrs. Barzilla Clark.
- 1911Idaho Falls High School choirs, Glee Clubs and orchestra perform concert at Scenic Theatre.

I. F. High School gives elective choral classes for credit.

Barbara M. Blair, music supervisor wrote in 1911:

"For several years we have been working to build up a strong music department in the high school. That the work has been slow has not been due to any lack of interest on the part of the teachers or pupils, but rather to a lack of time and facilities, always so limited in a growing community. For some time the work was confined to general singing by the entire high school at assembly periods. Last year a fine new piano was bought, the students themselves raising a part of the money, and for the remainder of the school year some systematic chorus work was done, together with the organization of glee clubs and orchestra. This year the subject was made elective, credit was given for the work, and three half-hour periods a week were allowed for chorus. As a result, seventy students enrolled. No organizations in the High School have been more widely popular nor more thoroughly enjoyed than the Glee Clubs. They have furnished music for nearly every High School event, literary and social, and have been asked to sing for several outside affairs as well. This work receives no credit, and has all been done outside of school hours. On March 21, at the Scenic Theatre, the first High School concert was given by the Boys' and Girls' Glee clubs and the High School Orchestra. While the glee clubs have furnished music for commencement, class day, and other high school entertainments each year, they had never before attempted a concert of this kind."

1912Music Club organized as a department of Woman's Club.

1915Horace and Ella Chesbro moved to town and open a piano store in rented building.

1916Music Club enlarged and reorganized as a separate Club. It was then federated with national. First president of local federation was Mrs. H.D. Spencer, who served 5 years.

1918Music Club presented nationally-noted violinist, Maude Powell in recital at Methodist Church. Auditorium was filled with 1200 people.

1918Chesbros build store with living quarters on second floor.

1919American Legion Post #58 organized a drum and bugle corps.

1919I. F. Music Club was largest in state.

1920s.....Sunnyland Quartet sings. Members of this popular group: G. W. Charlesworth, Charles E. Dinwoodey, Joe Morley, John E. Pike.

1922Chesbros bought first piece of present location.

1925Chesbros organized bands in schools, hired several instructors; sold and rented instruments.

1925Chesbros began wholesale business.

1925-

1929Chesbro Schoolboys Band promoted, taught, and uniformed by Chesbro Music Co., and by teacher, Raymond Hanson. They marched in parades.

1927I. F. Music Club hosted state Federation Convention in new Bonneville Hotel.

1927A. L. Gifford began teaching in I. F. schools, where he became bandmaster for about 40 years.

1928A. L. Gifford requested city funds for band expenses.

1930s.....Radio became popular.

1931First Messiah produced by community.

1937Community Concerts were started.

1940Music Club meetings were held in Council chamber of new City Hall.

1941Community choir, separate from Music Club, was formed and gave first concert at Highland Park May 4.

1942State convention of Federated Music Clubs held at Hotel Bonneville. Mrs. George B. Veasy, local Music Club president, became state president.

1949Messiah presented for 5th consecutive year by community chorus and orchestra. Marcel Bird directed the orchestra.

1949I. F. Symphony organized, sponsored by Music Club. (See symphony history.)

1953I. F. Opera theatre grew out of musical productions sponsored by I. F. Music Club. It was incorporated in 1978. (See I.F.O.T. history.)

Submitter: Mary Jane Fritzen

Idaho Falls Symphony, A Brief History

Idaho Falls Symphony grew naturally from a strong musical strain in the city. For many years orchestras had been part of the schools, even when it meant only rehearsing during lunch hours with A. L. Gifford leading. In the spring of 1949 student and adult musicians gathered to rehearse the orchestra for the community's December production of Handel's Messiah. From that base the Idaho Falls Music Club formed the Idaho Falls Symphony. Professor Harold Mealy of Idaho State College auditioned musicians and placed principals, then Marcel Bird, public school music teacher, conducted the first Idaho Falls Symphony concert April 26, 1950 in the junior high school auditorium.

Prof. Mealy became conductor the second season until the end of 1960. Then Robert Lenz, Utah Symphony timpanist and creator/conductor of the Utah Youth Symphony, commuted from Salt Lake City to conduct until 1965. LaMar Barrus of Ricks College music staff conducted until 1970, Dr. Donald McLothlin led the orchestra, 1970-72, and Dr. James Schoeplin, 1973-76. Both were Idaho State University Music Department heads. Mel Flood became first resident conductor, 1977-1980. New York musician Carl Eberl conducted nine years from 1980. In 1990 John Lo Piccolo became resident Music Director and Conductor.

Traditions have been established. Many concerts have featured guest artists, both local and national. Annual youth audition concerts were begun in 1953. Cooperative exchanges among the symphony and college orchestras of Ricks College and Pocatello have continued. Several early concerts were part of the Community Concert series. On January 21, 1954 the Idaho Falls Symphony first performed in the new Civic Auditorium, its home since. In 1957 a women's Symphony Auxiliary was formed, and in 1961, the Idaho Falls Symphony Society was organized with a board of directors, first elected from the symphony. Bylaws provided the unpaid orchestra members the right to vote approval of their conductor each year. A major aim of the board has been developing musical talent and encouraging artistic growth of the youth, as

well as providing and promoting good music and bringing outstanding musicians into the community.

Submitter: Mary Jane Fritzen

Idaho Falls Opera Theatre

In 1976-77 local singers were joined by area newcomers searching for an outlet for their singing talents. An I. F. Music Club program of opera selections in April '77 was soon repeated for the public by a group of singers, billed as "The Idaho Falls Opera Theatre." Incorporation of IFOT and its first staged opera, "The Old Maid and the Thief," followed a year later, much to the delight of Lu Doggett, founder of IFOT.

IFOT has now performed 13 major operas, e.g., La Boheme and Carmen; 12 operettas, e.g., Pirates of Penzance, Merry Widow; two musicals, Man of La Mancha, Kismet; plus many school and promotional programs.

Many efforts have contributed to IFOT's survival: Singers perform without payment. The low fees charged for the Civic Auditorium, and the availability of orchestra players from the I.F. Symphony are essential. Volunteers build and move sets, sew costumes, do publicity, programs, makeup and more. Rehearsals have moved from church basements to rented facilities.

IFOT still depends on major contributions for financial support and has recently become a presenter of Broadway musicals. Looking toward the future, IFOT plans to mix major operas with familiar light works for audience appeal. The key to success will be the continued encouragement of new singers.

Submitter: Miles Willard, 1991

Sources: Miles Willard personal files.

Principal Sources, Music

Music Club scrapbooks and other records at Bonneville Museum.

Idaho Falls Symphony scrapbooks, 1957-1990, at I. F. Public Library.

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She particularly cites Idaho Register and Post Register.

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Bonneville Museum; The Spud Weekly, Dec. 22, 1949.
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Public Library.

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Historical materials in possession of Mary Jane Fritzen.



Sunnyland quartet: Bill Charlesworth, Joe Morley, Charles Dinwoodey, John E. Pike




Swimming at Highland Park



Ballroom dancing at Highland Park



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Alma Marker Store and business card



One of many school bands organized by Raymond Hanson and Chesbro Music Co. about 1928



War Bonnet Roundup parade, 1915



Circus elephants on parade



Circus tents west of river



Heise Hot Springs, 1909



Scenic Theatre, Broadway, 1909

COMMUNICATIONS

NEWSPAPERS

In its special section, "Century of Progress in Print," July 10, 1980, the Post-Register wrote, "One-hundred years ago today the problem of dispensing copies of the newspaper was easily solved. After the Post-Register rolled off the foot-powered press, the owner simply walked out into the dirt street and handed out copies to the waiting crowd, which constituted most of the town. One man and his wife [handled] the entire operation."

The Post Register has evolved from several publications, the first of which began in July of 1880 when the Blackfoot Register was first published by William E. Wheeler.

After four years Wheeler saw that Eagle Rock — a small town to the north — was destined to become more of a population center than Blackfoot and so he moved his newspaper there. Eventually the town underwent a name change and became Idaho Falls. Wheeler changed the name of his newspaper to the Idaho Register and set up shop at the corner of what is now Capital Ave. and Cliff St. In 1904 the paper moved a few blocks down Capital Ave. to Broadway.

For about six years Wheeler enjoyed unopposed growth but in 1890 Sam Dennis and R. C. Bonney started The Times. The Times enjoyed a few stormy years of life and eventually was taken over by George Chapin as it was about to sink financially. In the meantime M. B. Yeaman came to town and became a partner with Wheeler in The Register.

There then followed some whirlwind changes in the newspaper ownership in the city until finally in 1920 the Times and The Register merged to become the Times-Register. In the meantime another publication had cropped up — a daily newspaper called The Post. Eventually the Times-Register went daily to compete against The Post and the fight was on. In 1925 J. Robb Brady Sr., a Pocatello businessman and former weekly newspaper publisher, purchased The Post. Brady died in 1926 but the paper flourished

and in 1931 under direction of E.F. McDermott, by then its publisher, the Post purchased the ailing Times-Register and became the Post-Register. McDermott was publisher of the newspaper for 50 years until the time of his death in 1977. The paper to this day remains in the Brady family. J. Robb Brady, Jr. served as its publisher from 1977 to 1988. Jerry M. Brady, nephew to J. Robb Brady, is the publisher, 1991.

Other Newspapers. For a time in 1905-06 Idaho Falls had three newspapers, one of them a daily. Later there were two dailies which merged in 1931. A weekly, the Idaho Commoner was published in the 30s and 40s, and the East Idaho Farmer in the 50s and 60s. Salt Lake City's Tribune and Deseret News each had bureaus in Idaho Falls from the 1930s to the late 1950s. (Tony Huegel, Post Register, July 4, 1991)

"The last bonafide weekly to find life in the market was a political organ called the Idaho Commoner, printed at Peter Ramsing's commercial shop, then located on B Street in the 1930's. Cliff Read, who went to California after selling his interest in the Daily Post, was brought in to edit and publish the paper. After a rather uphill battle, Aden Hyde and Henry Dworshak, then U. S. Senator from Idaho, purchased the Commoner, moved to a building on C Street, and changed the name to East Idaho Farmer. It was devoted entirely to agriculture and the farming problems of the area. Mr. Hyde, who had just sold his Caldwell Daily Tribune, stepped in as editor and publisher. He remained both until his death in 1976. His interests were acquired by the John C. Porter organization of Rexburg, a pioneer newspaper publishing family.

"The Post-Register in 1976 was the second largest newspaper in Idaho . . . a long jump over a lot of hurdles since 1880." (Post-Register, July 2, 1976.)

Submitter: Post Register and Mary Jane Fritzen

Sources: Post Register files. For more information: Post Register microfilmed back issues in Idaho Falls Public Library, at Post-Register and Ricks College.

Bonneville Museum Idaho Falls topic file, Post Register.

Telephone Service in Idaho Falls, 1899-1991

The Rocky Mountain Bell Telephone company brought telephone service to Idaho Falls in February, 1899. By December, 1899, the new building housing the exchange was opened at 246 Broadway with 21 telephone lines.

The building was later used as Faber Hall and then as the Labor Temple. If you will look behind the sign and over the front door of the deserted building, you will see a bell, cast in cement, to commemorate its beginning.

The rate back then was \$150 per year, with the customer paying half of that every six months, which amounted to \$12.50 per month for single-party service. The rate in 1980 was \$6.80 per month and the rate in 1991 is \$16.53 per month, one dollar of which is a surcharge for extended 911 service. Party lines of four or eight parties were more common in the beginning and of course, party line rates were lower. By 1900, there were 28 telephone lines and that number had increased to 713 by 1910 when the population of the city was 4,827. In 1930 when the city's population was 9,429, there were 3160 telephone lines and when 1960 rolled around, the number of lines had increased to 19,000 in a city of 33,161 people. There were 33,000 telephone lines in 1970, 55,380 in 1980, and 31,650 in 1991, with a population of 44,000. The decrease in lines is primarily due to the reconfiguration of communications at the Department of Energy.

The first long distance line was installed in Idaho Falls in 1901. One of the early-day telephone operators was Emma Poppy, a cousin of Joe Marker, long-time historical editor at the Post Register.

As the demand for telephone service increased, the building at 246 Broadway became inadequate. Construction began December 8, 1927 on a new 40 by 59 foot two-story brick office building at the corner of C Street and Shoup Avenue.

Holmes Construction Company erected the building at a cost of \$70,000. The land was purchased from the Idaho Falls Elks Lodge for \$10,000. Handling the real estate transaction was the Eastern Idaho Loan and Trust Co. with W. L. Shattuck and E. L. Shattuck listed as principal owners. Henry Morgan was for years

manager of the telephone company.

Some of the telephone operators that moved into the new building were Irene Downs, Marjorie Jocum, Annie Atkinson, Cora Beale, Beth Janzen, Alice Wilson, Wanda Bateman, Geraldene Samsel, Dora Dick, Oretta Hansen, Mamie Nelson, Lila Ahlstrom, and Alverta Wood.

Alice Wilson recalls the Christmas party on December 20, 1928, as recounted by Joe Marker in the news article which is listed as a major source for this information. In addition, Alice remembers the strictly enforced policy of requiring telephone operators to be single ladies. Alice tells of one operator named Vergie Molen who got married on her lunch hour. When she returned to work, she was immediately fired.

A new cord switchboard was installed in 1931 and served until the dial conversion in December 1956.

Following Irene Downs, other chief and assistant-chief operators were Alverta Wood, Alice Wilson, Lillie Higgins, Mary Jo Scott and Maxine Hansen. Maxine was chief when operator's services closed in Idaho Falls in December 1981 and moved to Pocatello, Boise and Salt Lake City.

The first telephone exchange in the world was opened on an experimental basis at New Haven, Connecticut, on January 28, 1878. The telephone was introduced in Idaho when the Hailey exchange was opened on September 17, 1883, closely followed by Ketchum, November 1, 1883; Boise in late November 1883, and Caldwell in December 1883. The Pocatello exchange opened in December 1898, and as previously stated, Idaho Falls in February 1899, the last exchange in Idaho opened in the 19th century.

Telephone company records show that by June 30, 1907 there were 40 Bell telephone exchanges in Idaho and that every city and town in the state with a population of more than 500 had telephone service.

From 1898 to 1907 long distance telephone lines were spread over Idaho connecting the state and extending to Salt Lake City and other points in Utah on the south and Montana points on the north. In 1915, the first transcontinental long distance service from New York to San Francisco was connected through Salt Lake City, making available nation-wide long distance service to Idaho.

Credit for bringing the telephone to Idaho goes to

a superintendent of the telegraph at Cheyenne, Wyoming for the Union Pacific Railroad. In 1878, C. F. Annett, who in later years was a merchant at Jerome, Idaho, organized the Wyoming Telephone company and opened a telephone exchange in Cheyenne and another later in Laramie. From Cheyenne, Annett went to the Rocky Mountain Bell Telephone company as general manager, with headquarters in Salt Lake City. The first four telephone exchanges were opened by the Bell company while he was general manager.

By 1911, the original Rocky Mountain Bell Telephone Company became part of the Mountain States Telephone and Telegraph Company, serving Idaho and the other mountain states. Later, while retaining the legal name of Mountain States Telephone and Telegraph Company, business was conducted under the name, Mountain Bell.

On January 1, 1984, the Bell System was reorganized into seven autonomous regional holding companies. U S West became the new name for the companies known previously as Northwestern Bell, Mountain Bell, and Pacific Northwest Bell. The area covers 14 states and stretches from the Dakotas to the Pacific coast of Washington and Oregon and to New Mexico and Arizona on the south.

Telephone expansion in Idaho was steady and well balanced from 1899 until the beginnings of World War II. War time activities and restrictions slowed the pace of telephone growth to such an extent that the end of the war in 1945 found the M.S.T. & T. Company facing many serious service problems. Since that time, the company has grown to provide the service needed to meet the demands of the people.

Other milestones in the Idaho Falls exchange were the building addition and large central office expansion in 1953; another building addition in August, 1956; dial conversion December 16, 1956; direct distance dialing July 15, 1962; first U. S. error detection and correction teletype service installed at the Atomic Energy Commission's Idaho operations office in 1963; another \$320,000 building addition and \$700,000 central office expansion (basement and two floors) completed June, 1966; touchtone available for one and two party lines January, 1967; microwave expansion from Idaho Falls to Pocatello, July 1956 at a cost of \$250,000; first 24 hour data network in U. S.

installed at A. E. C., November 1968, flashing 40,800 bits per second; another \$200,000 building remodeling project for a new business office and installation of equipment completed May 1969; and another addition and installation of electronic switching equipment was completed October 1975.

Since the closure of operator's services in December, 1981, computerized equipment has increasingly made possible the consolidation and remote control of communications services. Operator's services are controlled in Pocatello, Boise and Salt Lake City; Business office functions are handled in Boise and Denver; Marketing services in Great Falls, Pocatello and Boise, and toll and carrier services in Salt Lake City, Des Moines, and Seattle.

Remaining in Idaho Falls in 1991 are Engineering, Construction, Toll Maintenance and Central Office Switching, Installation and Repair services. Many technologically advanced services are available to the people in the Idaho Falls area, including long-distance carried on fiber optics (also known as laser) from Idaho Falls to Boise. Inter-state long distance is serviced by other carriers. There are many vendors for telephones and other equipment in the area. U S West Communications is responsible for local service and intra-state long distance in the area south of the Salmon River, including Idaho Falls, and 8 exchanges in the Lewiston area and 4 in Eastern Oregon.

Submitted June, 1991 by Norma Jean Housley, retired Business office supervisor, Communications Consultant, Account Manager (1956-1990).

Sources: Telephone company records and information obtained from the Public Relations and Regulatory Affairs departments of U S West Communications, Idaho; recollections of retired assistant-chief operator, Alice Wilson, and using as a major source a news article from the Post-Register, January 4, 1980 by Joe Marker.

Broadcasting

The city's first radio station—250-watt KID, called KGIO radio at the time—went on the air Dec. 3, 1928. According to a Times-Register report, the station 'presented to its invisible audience a program of music, short address and publicity about Idaho Falls and the Upper Snake River Valley.'

KID launched another first at noon Sunday, Dec.

20, 1953. It brought television to Idaho Falls, and, with 100,000 watts, to much of eastern Idaho.

First, though, there had to be an audience. That problem took care of itself in short order as eastern Idahoans rushed out to buy television sets before that first broadcast.

It was a major event, with nearly 12 hours of programming scheduled, including the Ed Sullivan show. TV electronics pioneer Philo Farnsworth, a former Rigby resident whom many consider the inventor of television, was on hand.

Reception was 'mixed,' according to news accounts. Some viewers saw distorted and hazy pictures. Others reported a 'relatively clear' signal. Television servicemen were busy rushing from one set to the next to give viewers as much adjustment as possible.

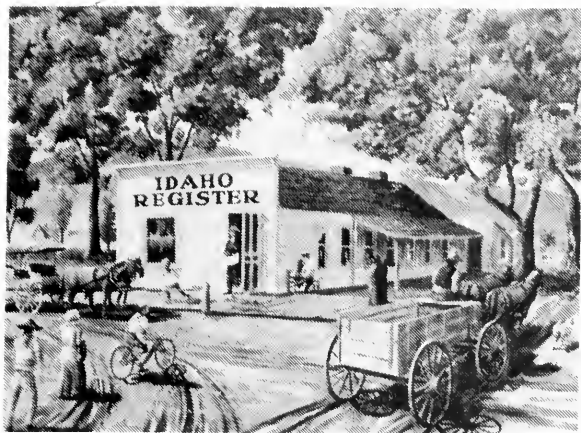
A second Idaho Falls television station went on the air on January 21, 1961. KIFI-TV Channel 8 launched its first broadcast as Idaho's most powerful station—316,000 watts. The station logged a number of firsts in either the region or the state. Among them: a live basketball telecast from Reed Gym at Idaho State University, Pocatello; broadcast-quality studio color cameras (1967); computerized election returns (1976); a satellite earth station both owned and located at a TV studio; and the first stereo broadcast in eastern Idaho (1985). Its coverage was comparable to KID-TV.

Note: For beginnings of other stations, consult the chronology. Dewain Silvester, retired broadcaster, who contributed dates for the chronology, is compiling a history of broadcasting in Southeastern Idaho, which will be available at Bonneville Museum and Idaho Falls Public Library.

Source: Tony Huegel, Post Register, July 4, 1991



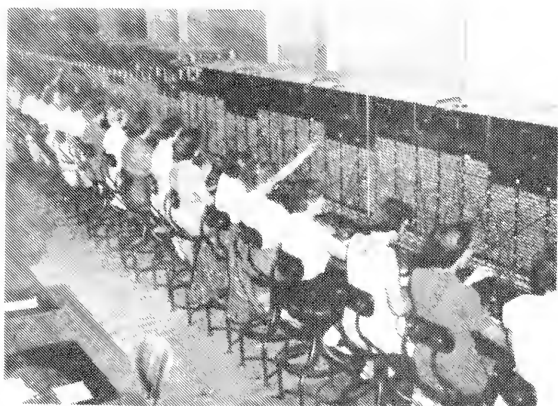
This building housed the KID radio transmitter at 1255 E. 17th Street. The KID studio was then in the Bonneville Hotel. The top 1/3 of the tower was later removed, but the main part remains and part of the roof can still be seen up through the ceiling of the KIDK-TV rack (equipment) room.



Artist's drawing of early newspaper office



Early home of the Register, Capital and Cliff



telephone switchboard



The first news set of KID-TV when the station went on the air.
Jack Gobble interviews the executive secretary of the U.S.

CELEBRATIONS

No better way to find the history of Idaho Falls than to read of the various commemorative celebrations held here. At least eight were directly concerned with city history:

- 1934 Post-Register Golden Jubilee.
- 1937 U. S. Constitution Sesquicentennial.
- 1941 50th Anniversary of naming of Idaho Falls.
- 1963 Idaho Territorial Centennial.
- 1976 United States Bicentennial. Intersec.
- 1979 Dedication of Time Capsule at Intersec. Introduction of joint U. S. Senate and House bill to make Constitution Day a National holiday in 1987. Formation of Bonneville Tricentennial Commission.
- 1985 "Centennial Plus 20," marking the anniversary of Taylor's Toll Bridge.
- 1987 to 1991 U. S. Constitution Bicentennial.
- 1990 Idaho Centennial.
- 1991 Idaho Falls Name Centennial.

1934. Post Register Golden Jubilee.

The special edition of September 10, 1934 had these headlines: CITY TO ENTERTAIN HUGE JUBILEE CROWDS. Big Street Parade to Usher in Celebration Program Wednesday. Riot of Color To Be Feature Gigantic Parade.

"A three day Golden Jubilee celebration — honoring the coming of the first newspaper to Idaho Falls in 1884 — will be ushered in at 11 o'clock Wednesday morning with a huge street parade in which the bulk of Idaho Falls business houses, fraternal and civic organizations will take part. A second parade is planned for 11 o'clock Thursday morning. . . .

"Gala Atmosphere Prevails Today; City Decorated. Idaho Falls...toggled in holiday attire. . . today prepared to entertain the largest crowds in its history. . . .

"Plans for the general celebration, which includes two big street parades, a three-day rodeo, races, carnival features, dancing, addresses by Gov. C. Ben Ross, and other notables, went forward with a zest Monday as Parley Rigby, general chairman, issued final instructions. . . .At every place the sign "welcome" hangs out. . . .City schools will close all day Wednesday."

Whisker judging contests will award prizes to the winners among the 3,000 entrants, the large Jubilee edition proclaimed. It included congratulations from President Franklin D. Roosevelt in the White House.

Traditionally Idaho Falls has noted Constitution Week, and 1937-1939 noted the 150th Anniversary of the U. S. Constitution and inauguration of the first President.

1941. "50th Forgotten Birthday of Idaho Falls."

So the Salt Lake Tribune reported: "Idaho Falls will observe its 50th "forgotten" anniversary under the name July 22, Barzilla W. Clark, several times mayor and former Idaho governor, reminded citizens Thursday.

"The anniversary has never been observed or recalled, although at the time the community's name was changed from Eagle Rock to Idaho Falls, much squabbling ensued, Mr. Clark recalls. . . .

"In 1890, real estate promoters succeeded in changing the name of the post office with the argument Eagle Rock sounded too barren to interest prospective eastern investors in irrigation. . . .An election was held and citizens voted 64 to 2 to change the name of the town to correspond with the post office."

Clark said that after the railroad moved shops and some houses from Eagle Rock to Pocatello, Eagle Rock's population dwindled. He said, "They realized they had to do something. A survey of resources convinced them that the fertile land of the valley was their greatest asset and much vision and literary talent went into a widespread advertising campaign. After changing the name they flaunted headlines about 'Idaho Falls, the City of Destiny!' Idaho Falls was first planned as a farmer's town. 'Idaho Falls' was chosen to signify water in abundance, though there were no falls on this part of the river until the municipal power plant was built [in the early 1900s]."

1963. Idaho Territorial Centennial

To remember the creation of the Idaho Territory by President Abraham Lincoln, March 3, 1863, the Bonneville County Centennial and Historical Commission was organized 10 Feb. 1960 by the Board of County Commissioners—Evon Huntsman, Alma Owens, and John Burtenshaw. Delbert Groberg was named chairman and Paul Peterson, vice chairman. In 1963 they published the book, Captain Bonneville's County, by Edith Haroldsen Lovell. That year, also, Joe Marker first published a photo brochure, "Eagle Rock U.S.A."

1976. United States Bicentennial.

For this great celebration the Bonneville Bicentennial Commission was instituted May 1, 1973 by act of the Bonneville County Commissioners and the Mayors within the county. It was the first such commission in the Northwestern United States. (Following the celebration, it was renamed on July 29, 1976, Bonneville Tricentennial Commission, the first of its kind in the U. S., to be effective through July 4, 2076.) Delbert V. Groberg was named chairman.

Activities began more than a week before July 4th with a 3-day softball tournament and Shrine Circus.

July 1 Dedication of Intermountain Science experience Center (INTERSEC) in Freeman Park. (See separate story.) This unique facility was a community effort as a lasting monument to the Bicentennial.

July 1 Arco, Moore, Mackay and the Lost River area presented their patriotic production, "Uncle Sam's Songs," in the Civic Auditorium for the public.

July 2 Rodeo sponsored by Iona Posse at Sandy Downs.

July 2 Colonial Ball, 9 p.m., Intersec Building.

July 3 Chuckwagon breakfast 6 a.m., Tautphaus Park.

July 3 10 a.m. Parade. Theme: "A Past to Remember—A Future to Mold—Liberty 1976."

Skydivers landed at pin-point targets west of reviewing stand across from Community Hospital.

There were games and water skiing in the afternoon.

7 p.m. The people had a choice of tennis and softball tournaments, swim meet, and rodeo, or a patriotic extravaganza in the Civic Auditorium, "Wake Up America—It's Your Birthday," sponsored by North Idaho Falls L.D.S. Stake.

July 5 9 p.m. Band concert on river.

10 p.m. Fireworks display from Keefer Island.

July 24 Pioneer Day parade. (See topic, Pioneer Days.)

1979. Time Capsule buried and dedicated at Intersec

D. V. Groberg spoke at the dedication, Sept. 17. "So far as we know, this is the first in America by the first Tricentennial Commission, this commission born of faith in the future with plans and hopes for a glorious Tricentennial in the year 2076. Won't that be special!" Contents included items of present and yesteryear interest and historic value.

Senator Frank Church had introduced in the U. S. Senate and House a bill to make Constitution Day a national Holiday, Sept. 17, 1987. Our other legislators also supported it:

"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, that September 17, 1987 shall be designated Constitution Day and shall be held and considered to be a legal public holiday within the meaning and substance and the title of the United States code."

This was based on our Bonneville County Tricentennial Committee's original resolution:

"Whereas we have just celebrated the biggest bicentennial ever dedicated to the birth of freedom and human rights, and whereas July 4 is observed as a national holiday because it is directly and exclusively the birthday of the first of the two most important inspired proclamations of religious and political principles ever declared as the foundation of a new nation; whereas the first, the Declaration of Independence, opened the way for the second, the Constitution of the United States; and whereas the

Constitution made the magnificent principles enunciated in the Declaration a living reality, and became a great and far-reaching step in creating our nation, a land of liberty, a land choice above all lands; and whereas September 17, 1987, will be the 200th anniversary of the adoption of that treasured document of freedom, the United States Constitution; now therefore be it resolved that the Bonneville County Tricentennial Commission, the first such commission in the United States of America, recommends herewith to the President and to the Congress of the United States, commencing with the bicentennial anniversary of the adoption of the Constitution, that Constitution Day be celebrated as a patriotic legal holiday in America, and celebrated as such from that day forward each September 17."

1985. "Centennial Plus 20"

THEME: "From the Toll Bridge to the Atom," to celebrate Matt Taylor's Toll Bridge built in 1865. John Christofferson was chairman, and year-round activities were held, especially in July and August.

1987 to 1991.

Bicentennial of the U.S. Constitution

Bonneville County became an officially designated Bicentennial Community on April 15, 1987, by authorization of the national Commission on the Bicentennial of the U. S. Constitution, chaired by Warren E. Burger. The Bonneville Tricentennial Commission, in essence, represented the state of Idaho after 1988, when the state organization became defunct. Delbert V. Groberg, chairman; Thomas J. Wadsworth, Executive Director; Lisa Hansen, Executive Secretary, were assisted by many in its purpose to instill love, respect and understanding for the U. S. Constitution and Bill of Rights, among all citizens especially the youth.

1990. Idaho Centennial.

From the report by Beverly Branson, chairman: A delegation of 15 people came from our Sister City, Tokai-mura, Japan, along with four from Washington, D.C., to help us celebrate Idaho's 100th birthday. They participated in the Statehood Day festivities—picnic in the park, ringing of the bell 100 times, Centennial Ball

and horse races. They were also here for the Fourth of July activities, rode in the parade as honored guests, and attended the Snake River Settlers Festival. Governor Andrus was Grand Marshall for the parade. We had boat races, barbecues, art festival along the river, fireworks to music, Symphony in the park, and planted a tree in the future Japanese Garden.

Bonneville County Centennial Committee encouraged every citizen to do something special for the Centennial. The Lasting Legacies for Bonneville County were identified and some of them have been completed. The Beautiful Bonneville Centennial book was completed in 1989 (with Alice Horton, editor, and a staff including Joe Marker, who wrote the chapter on Idaho Falls). The River Parkway Greenbelt and Centennial Trail is partially completed. Eagle Rock U.S.A. is built at Bonneville County Museum.

1991. Centennial of the naming of Idaho Falls.

The City gave a grant for the production of this history volume, which also resulted in building of a bibliography and files for study at the Bonneville Museum Reading and Reference Room.

A four-day celebration on the banks of the Snake River featured West One Bank's art exhibit, "Spirit of the West", and culminated August 26 in a Western barbecue for 5,000 at a cost of one-hundred cents per plate, followed by a spectacular fireworks display.

Also sharing in the celebration, our "Sister City," Tokai-mura, Japan, presented and installed two large hand-carved stone lanterns in Pedersen's Sportsmen's Park. Idaho Falls Rotary Clubs and sister Rotary Club in Tokai were instrumental in this project, the first stage of establishing an international peace park with Japanese gardens.

Submitter: Mary Jane Fritzen

Sources: Files at Bonneville Museum, including the following:

Post Register articles; Idaho East, 1975; reports from Beverly Branson, D. V. Groberg, Lisa Hansen; Edith Haroldsen Lovell, Captain Bonneville's County.

PIONEER DAY CELEBRATIONS

For many years the biggest parade in Idaho Falls was on Pioneer Day, which commemorates the arrival of Mormon pioneers into the Salt Lake Valley on July 24, 1847. It also pays tribute to the settling of East Idaho. It was a major celebration in Idaho Falls for many years, with a big parade, rodeo, and for over 25 years a stage musical production also. In 1979 when the Pioneer Day Parade had eclipsed the 4th of July, local LDS leaders withdrew these events, in order to focus more community attention on the 4th of July. Instead of one grand celebration by combined stakes, each stake would celebrate on a smaller scale. Two years later they revived the stage musical.

The history of Pioneer Days dates back to early Idaho Falls when all settlers cooperated as in canal-building, characterized by fellowship and tolerance. The early **rodeos** were held at what is now Tautphaus Park. Art Suitter, an early chairman, had to round up wild horses, cattle and calves from the Arco Desert. Later Crystal Brothers of Rigby raised the rodeo stock. This "stampede" became the largest non-professional rodeo in the West. Later local LDS and others built a rodeo grounds at Sandy Downs. Karl Homer headed the rodeo committee for eight years and Zane Hall for four. After 1979 the rodeo continued with other sponsors.

Parades in the 1950s had horses, tractors and combines, but no floats. In about 1959, the requirement was set for decorated units only. The parade quickly grew until 125-135 entries competed for prizes. By 1975 it was said to be the state's largest parade.

The 1963 celebration honored Idaho's territorial centennial with the following schedule of events:

July 22-24: Civic Auditorium: "Papa and the Playhouse."

July 23, 9 a.m. to 9 p.m.—Civic Auditorium: Nuclear Space-o-rama, showing through Aug. 3.

July 24. 9 a.m. Junior horse show at the Tautphaus Park rodeo grounds; Swim event and water show at Municipal pool on Elm and So. Boulevard.
2 p.m. Air Force Academy Band concert, high school stadium.

5 p.m. Pioneer Day Parade, including Air Force band.

8 p.m. Papa and the Playhouse.

Rodeo

From the parade program notes we read:

Hats off to the stalwart pioneers of Idaho! Each pioneer family, each church, lodge, and civic group has a story to tell. Posse: Fur traders, cattlemen, explorers, cavalymen and farmers. All their stories are stories of men and their horses. Bands: The rhythmical beat of the drum as the bands pass in review reminds us of the beat of every heart in the 1880s and 1890s as it throbbed to the rhythm of "Idaho Falls City of Destiny."

In 1976 the Pioneer Days committee pledged 21 floats from LDS wards and stakes to help insure a big July 4 parade. The same committee also donated \$3,000 for July 4 fireworks. Of the July 24, 1976, celebration, Chairman Harold Davis said, "It is an open effort to communicate with the total public. We hope that others gain a broad appreciation of our life style and beliefs." He said thousands who are not LDS participate in the events.

The Broadway **musical** tradition began in 1956 with "Oklahoma" by Idaho Falls Stake, directed by Francis Stoddard. The next years the stakes combined to produce the following and other shows: "Showboat," "South Pacific," "Annie Get Your Gun," "Red Mill", "Music Man", "The King and I," "Brigadoon," "Student Prince," and "My Fair Lady." They also have produced musicals with religious themes: "Promised Valley," "Sand in Their Shoes," "The Order Is Love," "Joseph and His Brothers," "Threads of Glory," "A Day a Night and a Day," "Saturday's Warriors", and "Rockwell." Directors included Lyle Watson and Lynn Benson from Ricks College, and Crawford Gates, composer-conductor. The City with the Sounds Choir presented in 1991, "The King and I."

Submitter: Mary Jane Fritzen

Principal Sources

Bonneville Museum files, including the following:

Idaho East, Summer, 1975.

Latter-day Trumpet, July 1981.

Post-Register, July 2, 1976.

Pioneer Day Celebration: Idaho Centennial, 1963.

INTERSEC—INTERMOUNTAIN SCIENCE EXPERIENCE CENTER

The Intermountain Science Experience Center (INTERSEC) was a Bicentennial project of Idaho Falls. It was to have been more than a science museum; it would provide a center for scientific education and technological interpretation for the community. Through the years, however, the original concept has been supplanted by the growing and ever-changing needs of the people of Idaho Falls. Besides its museum exhibits of early years, it has housed Music Club activities, flute concerts, Bluegrass concerts, Community Education offices, health fairs, lectures, Chamber of Commerce, and even church services, to name a few.

Presently housing University of Idaho, Idaho Falls Center for Higher Education, the building is now called University Place, with offices for Idaho State University, BYU-Ricks and other institutions. INTERSEC no longer exists. However, the original dream is still intact—a Bicentennial project dedicated to learning and to the future.

One of ten largest Bicentennial projects in the nation, INTERSEC opened July 1, 1976. The idea of a science center was conceived more than a decade before it was built, originally proposed as a nuclear museum. The science education theme was expanded to provide a variety of science exhibits, classrooms, resource materials, and nature trails with outdoor exhibits, including special trails for the blind.

The 1.8 million dollar project was a "grass roots" project from the beginning. In 1972, the president of the Greater Idaho Falls Chamber of Commerce, William T. Holden, appointed Joe Hunter to head a select task force on the Bicentennial Committee. This committee was just the beginning—other community leaders became involved in the planning. The Chamber of Commerce pledged \$50,000 toward the construction of the center, and the Idaho Operations Office of the U. S. Atomic Energy Commission provided \$600,000, a special grant by Congress. This sparked the initial funding effort; much of the funding coming from private contributions and grants. L. Tom Perry, a member of the National Bicentennial Commission, drove the big earth moving tractor and was the official at the ground breaking event.

Volunteer staffing was the rule. INTERSEC had no professional staff. Board members were carefully chosen. Executive Director was A. C. Worley, retired AEC executive;; Mrs. Robert C. Hammond, planning; Mrs. R. R. Smith, executive vice president; Mrs. Jay Kunze, education program. From this small beginning, the list of volunteers is endless: J.R. Simplot, Energy Research and Development Administration, Army Corps of Engineers, National Park Service, U.S. Navy, Idaho Falls Garden Club, to name a few of the participants and financial supporters. Many of the local contractors worked at cost, and much of the time and materials were donated.

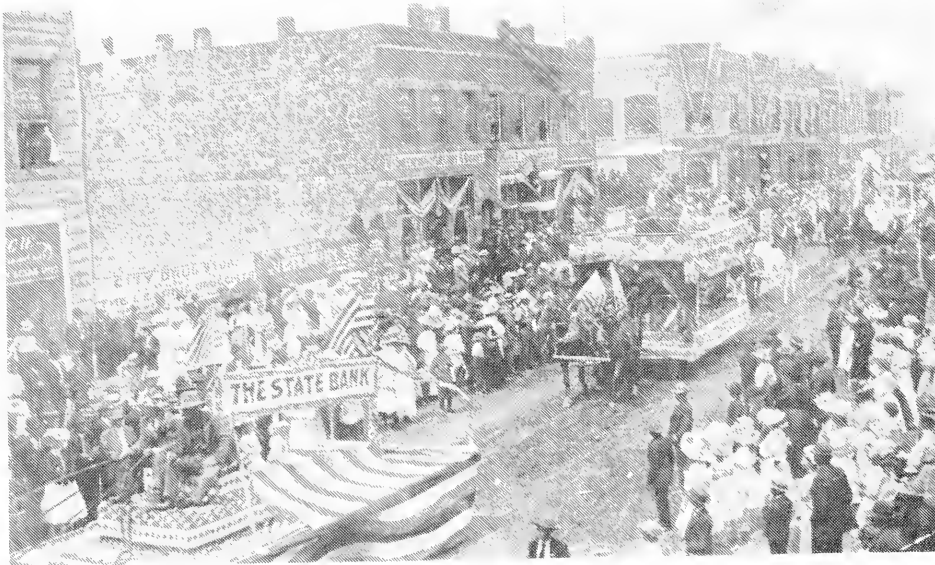
The three-level building includes a big room plus office space and auditorium on the main level; office space and temporary exhibit hall, terraces and balconies on the second floor; and workspace and classrooms on the lower level.

Memorable events and exhibits held at INTERSEC include the U. S. Navy submarine periscope that extended through the top of the building, the Teton Flood (June 5, 1976) display, and the Constitution Day dedication (September 17, 1979), of a time capsule destined to be opened in the year 2076. T. J. Wadsworth, Executive Director of the Bonneville Tricentennial Commission, has a record of contents of the capsule.

Submitter: Karen Sackett

Sources: Bonneville Museum Files

See also chapters on Chamber of Commerce; Centennial celebrations.



Patriotic parade



Mayor Tom Campbell presents a copy of the book, Captain Bonneville's County, to former Mayor Jack O'Bryant at the U.S. Constitution Bicentennial celebration, 17 Sept. 1987. Other honored guests included Fred A. Carlson and Stanley Crowley, civic leaders from Early Idaho Falls.

EARLY CHURCHES

"Idaho Falls Churches Have Modern Homes," the Idaho Falls Daily Post's Peace and Prosperity Edition wrote in 1919. "Churches of almost every denomination are represented in Idaho Falls, there being the Trinity Methodist, First Presbyterian, Church of Jesus Christ of Latter-day Saints, St. John's Episcopal, Christian, Baptist, Catholic, Swedish Mission, German Lutheran and Christian Science."

Members of the Jewish faith have lived here from the early days, but the nearest Jewish synagogue has been in Pocatello. The following sketches of the early churches were prepared by representatives of each.

Baptist

The First Baptist Church of Idaho Falls was founded by ten charter members in August of 1884, under the calling and inspiration of Mrs. Rebecca Mitchell. Through her efforts, the congregation, and help of the American Baptist Home Mission Society, a chapel was built and dedicated in November of that year. Over the years that building also housed the area's first school and library, as well as becoming the early meeting place for several other churches.

In the late 1950s the growing congregation bought its site on John Adams Parkway and constructed the current building.

Rebecca Mitchell. The little steam engine screeched to a steamy, dusty halt on June 5, 1882 in the little town of Eagle Rock, Idaho. Among the few passengers who stepped off that day came a fiery little woman in her late forties, dragging a reluctant adolescent daughter. Rebecca Mitchell had dreamed of this day for many years, but must have had some misgivings as she gazed about at this frontier village with one store, no schools, no churches, but a host of saloons.

Mrs. Mitchell was a woman with a mission. She had long yearned to be a missionary to spread the truth of Jesus, but circumstances had not been favorable. Finally she saw her opportunity and took the youngest daughter,

Bessie, and headed to the Baptist Missionary Training School in Chicago for preparation, then to the mission field—the wild West.

She was advised to go to the prosperous mining town of Bellevue, but the money ran out at Eagle Rock, so she determined to serve God where she was. As she had hardly a cent, the station master treated them to breakfast and then she sought a place to live. She found a dirty room behind a building, borrowed a broom and unpacked. Within five days she had visited every family in the community. Then on Sunday, June 11, 1882, she conducted the first Sunday School. On the following morning with the same 18 pupils, she organized a day school. Her small shanty on what became Eagle Rock St., formerly a saloon, was their school room, and boxes served for seats and desks. This early day Sunday School she named "Providence Mission," for her faith found expression in Mark 9:23: "all things are possible to him that believeth."

During the week Mrs. Mitchell taught reading, writing and arithmetic to the few children she could gather, and each Sunday she followed her real love, to teach about Jesus. Before long she had acquired a lot on the corner of Eastern Ave. and Ash St., and with help from the the mission society and private gifts from persons to whom she wrote, she built a building; and in August of 1885 the First Baptist Church began officially for ten charter members. The frame building, which stood there for more than 70 years, became a community meeting place. It had to be greatly enlarged in 1934, but by the 1950s was again too small to handle the task, so the new church was built on John Adams Parkway.

Submitter: R. Carl Reynolds, Pastor

First Presbyterian Church

First Presbyterian Church of Idaho Falls, Idaho was organized just before the turn of the century. About 1889 Charles and Martha Ramsay moved to Eagle Rock

from New York, and finding no Presbyterians, began attending the First Baptist Church. Subsequently the Ramsays began promoting interest in organizing a Presbyterian church. Eight people voted support, and the Baptists allowed them to begin holding separate services in their building. On April 29, 1891, the Rev. Samuel D. Wishart, synodical missionary for this region, organized the First Presbyterian Church. In August, work was begun on a building at the corner of Shoup and A, and the church was dedicated on April 24, 1882. Total cost was \$1600. The choir was organized within the year and soon after that the church was carpeted, painted, and furnished with window shades and a 1200-pound bell.

The first minister was Rev. D. E. Van Geison who stayed only three months. He was followed in quick succession by five other ministers. Finally after 15 years of very slow growth, Rev. Hugh Jones came in 1906, and during his six years 252 members were received. The church began to be too small and in 1915 serious consideration was given to moving 'across the tracks' to the residential section. Just before Christmas, 1917, Rev. Arthur Richards came as pastor and during his tenure property for a new building was secured. The frame church had to be sold to provide a down payment for construction. Having no place else to go, the determined Presbyterians moved into a "tabernacle" on Eastern Avenue, which had been constructed in one week at a cost of \$318; it was covered with tar paper and the floor was sawdust.

Under Rev. Richards' leadership, the new church was built at Ridge and Elm at a total cost of \$90,000. The building is in the Greek classic style and set on a terrace suggestive of the Greek hills. The four columns are the largest ever taken from the Boise sandstone quarry and were transported over 300 miles of unpaved roads. The building was dedicated in a huge ceremony on Sunday, April 11, 1920.

Soon after the dedication, financial problems began. In April, 1923, Rev. Gulick, recently graduated from Princeton Seminary and serving the church in Soda Springs, asked for a chance to save the building. Dr. Joe, as he became known, stayed until 1959. He took the pastorate at a starvation wage, teaching history in the high school to supplement his salary. But it was really the women who paid for the church building. Year after

year they sold dinners to the public and held bazaars. The last payment of \$4000 was made just before the church's fiftieth anniversary, Sunday, May 8, 1941.

Dr. Gulick initiated the first religious service broadcast over radio in Idaho as a Sunday night feature. For eight years this service began with a 60-member robed choir singing "Day Is Dying in the West." Since about 1906 the Presbyterian Women have held a Colonial Tea, to which the community is invited each February.

Submitter: Jo Snell

Sources: Centennial Committee chaired by Les and Jean Kiel

Catholic

For some years before any parish, mission or station existed in southeastern Idaho, a number of Catholic families had settled in and around Eagle Rock, reaching that locality in 1879 as ranchers, farmers, and as employees of the Utah Northern Railroad shops. In 1884, Father Nattini of Hailey procured from the Anderson Bank, lots 5 and 67 in block 21 in Eagle Rock. On July 29, 1885 these two lots were deeded to the Vicarate. Father Nattini and Father Edward Morrissey made one or two visits a year to the area until June of 1888. At that time Father Van der Donckt was assigned to Pocatello and made trips to Eagle Rock to say Mass in the homes of parishioners.

In 1891 the foundation of the church was laid, but the panic of 1893 caused a delay in construction of the superstructure for three years. The 22 by 36 foot church on Eastern Avenue was completed but not furnished during 1897. Rev. James E. Mooney was appointed pastor on September 18, 1900. Folding chairs were installed by mid-October for Sunday worship. Pews were installed in March of 1901, and on Easter Sunday 1901 the first High Mass was celebrated. The church was dedicated in May as Holy Rosary Parish. In 1907 two side altars were installed as gifts of E. P. Coltman and C. C. Tautphaus.

The year 1912 brought the railroad Chapel Car "St. Peter," provided by the Extension Society, for Catechism and Missions, into the area. About sixty Catholic families moved into the area to develop farms and businesses from 1906 to 1918. In 1919 Father Thomas Purcell realized the need for a larger church and

purchased lots at 9th and Lee streets in Idaho Falls. The new church at that location, which was the first floor auditorium of the school, was dedicated on February 15, 1920. The new school opened in September of 1921.

Faber Hall was acquired and used as a Parish Hall from 1930 through 1949 as the official meeting place for the church's various social organizations. Marie Faber was responsible for financing its purchase. This was the original telephone building on Broadway. The lower floor boasted a fine hardwood floor, mural paintings and a stage. The upstairs had two apartments which were rented out. Later in 1951 it was sold to the Labor Union and was called the Labor Temple.

The present **Holy Rosary Church** was first used and dedicated in 1949. The continued growth of the Holy Rosary Parish Community warranted dividing the parish and building a second Catholic Church in Idaho Falls. In 1967 the new Christ the King Church was dedicated at the corner of 17th and Woodruff streets. By 1991, due to unavailability of nuns, lay teachers were teaching all classes in the Catholic School. The Convent has been converted into the Parish Center. Two religious education buildings built near Skyline and Idaho Falls high schools in the 1970s have been sold to the school district for additional classrooms.

Submitter: Joan Drexler.

Source: Blackrobe's Journey.

Trinity United Methodist Church

The official organization of Trinity United Methodist Church dates to April 27, 1886, the pastor being Rev. J. P. Morris.

By the turn of the century, Trinity Methodist Episcopal church had grown to 29 members and services were held in a frame building on the present site at Elm and Water Streets.

Another 25 feet of Elm Street was purchased and a two-story parsonage was constructed.

The present building was built by Dan Sweeney, a local contractor, at a cost of \$47,000 dollars, and dedicated on October 7, 1917. The stone was quarried in the Ririe area, and Idaho Falls' first pipe organ, a Hilgren-Lane, still in use, was purchased at a cost of \$3,500.00.

As Idaho Falls and the local Methodist population

continued to grow, a radio ministry was added, services having been broadcast continuously over KID since the 1940s. In June of 1949 the education wing was added, again under the direction of Dan Sweeney and using the same native stone.

Recently the congregation has purchased the two lots to the north of the building, extending the property to Ash Street. This area, presently paved for parking, will afford an opportunity for expansion in the future. The congregation in 1991 numbers over 800.

Submitter: Bev Kemp, Church Secretary

Sources: Archives of Trinity United Methodist Church, June 1991.

St. John Evangelical Lutheran

The migration of members of the LDS Church from the Eastern part of the United States to Northern Utah and to Southeastern Idaho did much to aid and abet the development of the area. However, not all the immigrants were Mormon in their religious beliefs. Members of other denominations also settled in the fertile Snake River Valley.

Because of the newness of the area the mission field was unlimited and the Reverend E. P. Meyer of Squirrel, Idaho, sensed the opportunity and realized the necessity for a mission program beginning in 1902. After he had served the community for several years as a visiting Pastor, in 1909 he was officially installed as a Missionary Pastor to Idaho Falls and to the surrounding vicinity. He built up the congregation to a communicant membership of 18 by the time he accepted a call to Memo, South Dakota. The next few years produced several changes in the pastorship of the small congregation.

In the spring of 1913 Reverend William Jaeger came to Idaho Falls and surrounding territories as a missionary. It was during his work in Idaho Falls that these Lutheran people organized into a congregation on December 28, 1913. The congregation was using the old Swedish Lutheran Church on alternate Sundays. The first parsonage was located on 7th Street. During this time the congregation was increasing in number. Pressing and immediate need for a permanent church edifice was evidenced. In 1922 a small frame church was constructed and dedicated on the corner of 7th and Emerson. The present church is located on the same

ground.

In 1930 the congregation became self-supporting and also paid off the indebtedness on their second church building. Another important phase of St. John Lutheran Church's progress was its acceptance into the Missouri Synod in 1933. No longer was this Church a separate entity, but it had now become an integral part of a large Synod.

In 1935 two lots east of the church and five lots west on the south side of 7th Street were purchased. A ten-room parsonage on 13th Street was given to the congregation by one of its members. In 1937 the first parsonage was converted into the parochial school which was begun in 1938 and operated until 1946. In 1947 a new parsonage was built east of the first church, and in 1948 ground was broken for the new church building. First services were held in the basement of the new church building in 1949, and the old building was sold and moved the next spring. A new education wing was dedicated in 1958.

Submitter: St. John Lutheran Church

Christian Science

It was in 1900 that a few people interested in the study of Christian Science met regularly each Sunday at the home of one of the group. When increasing interest made necessary a suitable meeting place, the Masonic temple on Broadway was used for several years.

A Christian Science society, a branch of the mother church, the First Church of Christ, Scientist, in Boston, Mass., was organized on September 12, 1912. A Sunday school was established immediately and a reading room opened in a down town office building on November 8, 1917, where Christian Science literature could be read, borrowed or purchased.

The group grew in members and finally a committee was appointed to find a permanent church home. A building at 234 C Street was selected, purchased, remodeled and occupied as a church edifice in December of 1925. Shortly afterward the full requirements for a church organization were fulfilled and the society was merged into the First Church of Christ, Scientist, of Idaho Falls, on October 17, 1930. In August, 1933, the church was incorporated as a religious organization and obtained a charter from the

state of Idaho. The building was dedicated that December after the full debt incurred by the purchase of the church had been paid. (Post-Register, Sept. 10, 1934)

Salvation Army

In 1934 the Post-Register wrote:

For years a Salvation Army post has been located in Idaho Falls. Known for its charities, the local post has had ample opportunity to help the poor and indigent of the community as well as transients who, during the past few years have stopped here in search for employment and have gone by the hundreds to the Salvation Army for aid. During the past winter the post served meals to hundreds each month, the number of meals served often approaching the 1000 mark.

In addition to such work among the unfortunates, the post sponsors regular church services, often conducted out of doors and at other times at the army building on the corner of Capital avenue and C street. Cap. Carl Dueill and Mrs. Dueill have charge here and are entering their third year of service in Idaho Falls. Mrs. Dueill heads a Ladies' Home league which boasts 72 members. There is a young people's group with 100 members and there are 55 enrolled in the Sunday School.

For several years the post had headquarters in an old frame building on the corner of Capital avenue and B street, where the foundation for a new Salvation Army home has been constructed. Capt. H. J. Gallahue had charge of the local post prior to Captain Dueill's administration.

Submitter: Mary Jane Fritzen

Sources: Post-Register, September 10, 1934

First Christian Church (Disciples of Christ)

First Christian Church (Disciples of Christ) has been part of the community of Idaho Falls since very early in the 1900s, when a group of Christians living in the Idaho Falls area gathered to consider forming a congregation of the Christian Church. The congregation languished for lack of pastoral leadership, but the Ladies Aid carried on. These loyal working women purchased a triangular lot at the corner of what is now Birch and Boulevard.

In 1915, the South Idaho Christian Missionary Society sent the Rev. D. B. Titus to see what could be done to form a congregation. The group started meeting in the Star Theater, and soon decided to build a building on their lot. On February 20, 1916, the chapel was dedicated. The total cost was \$3200 of which about \$3,000 was still owed. After a sermon entitled "God's Portion," \$3,900 was raised in cash and pledges. The extra was used to finish the basement.

The congregation for many years continued to have difficulty in supporting a sustained pastoral ministry, and there have been 29 full and part time ministers in the 80-plus years of existence. During the depression in the mid-1930s the Rev. W. F. Pool served the congregation on a part-time basis. He was a federal employee during the same time.

In the early 1950s during a spurt of growth the congregation wanted to improve the building, adding some space. The building also needed many repairs and off-street parking, so a decision was made to sell the property and completely relocate. The building and land was sold to the City of Idaho Falls in about 1962, and building was started at 12th and Westergard in 1963. The old church building was rented from the city until the new one was finished in January 1964.

Submitters: Reverend Jimmy R. Lebel & Jane Arnold, July 8, 1991

Sources: church scrapbook, including "Manual for the First Christian Church, Idaho Falls, Idaho," dated May 1916.

St. John's Episcopal Church of Idaho Falls

Episcopal ministry began in Idaho in 1864 when the Rev. Fackler rode his horse up the Boise River Valley. A missionary of the Foreign and Domestic Missionary Society, he served in Boise and the neighboring mining

camp. In 1866, Daniel S. Tuttle was elected Bishop and assigned to the area including Montana, Idaho, and Utah. His youth and great vigor were an advantage for his service in the rugged frontier. In 1880 Bishop Tuttle founded St. Paul's Episcopal Church in Blackfoot.

People from Eagle Rock made contact with him and requested that he come here in the spring to perform a marriage between Luther Arthur Buckner and Emma Muckley. He performed the wedding in John Muckley's home on April 13, 1881. During his stay, Episcopalians and Anglicans in the area asked him if he might hold services in Eagle Rock.

On August 12, 1881, the Rt. Rev. Tuttle rode the caboose of the Utah and Northern Railroad to Eagle Rock, gathered a small group of worshippers together in the home of James Richie and began to form a congregation.

It is assumed the new church was called St. John's because the Eagle is the symbol of St. John, the Evangelist, and the town was named Eagle Rock. For the first few years, the members met in each other's homes or held services during the week in the Baptist Church; circuit priests of the Episcopal Church, shared with Blackfoot and Fort Hall, conducted the services. By 1895, the membership had grown to 30 families, who organized to erect the first St. John's Episcopal Church in Idaho Falls. B. J. Briggs and W. M. Keeler were the contractors for the red brick chapel built at the corner of Park Avenue and "A" Street. The handsomely carved pews are still in use in the Children's Chapel in the present church. By 1909, that building was razed and a new one erected at the present site on Placer Avenue. The second building was replaced in the 1960s by the present building. The old rectory was moved and is still in use by the Speech and Hearing Center on Rollandet.

The Episcopal Church remained a mission under several vicars until January 1953, when it became self-supporting with the Rev. David Blackaller as the first rector.

Submitter: Virginia E. Doucette.

Sources: See folder in Bonneville Museum for sources, photos, and names and dates of clergymen, vicars and rectors. St. John's Historians, 1990-1991, Mary Burnet, Virginia Doucette.

Alliance Covenant Church

Alliance Covenant roots go deep into the Idaho Falls community. On July 30, 1895, a group of Swedish families called a meeting to start a Swedish language church in the New Sweden area, west of Idaho Falls. This soon became the **Swedish Mission Church**. On March 10, 1899, another meeting was held by a newly arrived group of Swedish people to organize the **Swedish Evangelical Mission Church** of Idaho Falls. The first meetings were held on Western Avenue, two blocks west of the present church. Because of growth, land was purchased and a building was erected at Sixth and Boulevard in 1906.

In 1928 the Swedish Mission Church in New Sweden merged with the Swedish Evangelical Mission Church. The early 1930s saw the church switch from the Swedish to English language. On June 5, 1942, the name of the church was changed to **Mission Covenant** of Idaho Falls. In the 1950s the church constructed a major addition to its 1906 building. This fine structure will continue to provide educational and office space for the present church's growing ministries.

In 1972 the name of the church became **Evangelical Covenant Church**. The church became a part of The Christian and Missionary Alliance in 1981 and the name again was changed, this time to **Alliance Covenant Church**.

Submitter: Alliance Covenant Church

Sources: Alliance Covenant Church, 525 South Boulevard

Church of Jesus Christ of Latter-day Saints (LDS or Mormons)

In 1847 Brigham Young and the Mormon Pioneers entered the Salt Lake Valley. Eight years later, in 1855, President Young called missionary colonists to build Fort Lemhi among the Indians near the Salmon River. This became the first attempted white settlement in what is now Idaho. Although difficulties caused the fort's closure in 1858, many future settlers had been introduced to the Idaho Falls area. Construction of the Utah and Northern Railroad in 1879 brought LDS contractors and workers to Eagle Rock.

Eagle Rock branch was begun in 1883, and the meetinghouse built near the present Temple site. The

June 13 Register reported "Wild roses in bloom. . . . The new church of the LDS between Trout and Rapid Streets on Western Avenue is nearly completed." Edith Lovell adds, "The plain little wooden chapel was built at a cost of \$450. It stood in the deep-blown sand near the river south of the present LDS hospital. Eyes, hair, and clothing were always filled with sand by the time the members gained the door."

Inside was a coal stove in the center of the room, with wooden benches on each side. The man sat on one side and the women on the other. There was a platform where Mr. Evans presided. Mr. Lewis, a Jewish merchant, presented the church with a beautiful chandelier having a reflector and a fringe of jewels, which jingled in the slightest breeze to the delight of the children. (Edith Lovell). A marker by Bonneville Daughters of Utah Pioneers marks the spot.

The small branch was organized, then became a ward (local congregation) in 1886 with James Thomas the first bishop. In 1890 the Eagle Rock Ward counted 104 souls, about 22% of the city's population. In addition the surrounding rural wards of Iona, Lewisville, and Willow Creek (Ucon) included 171, 334, and 91 members respectively. A new rock chapel was built in 1895.

In 1908 Bingham Stake headquarters were moved from Iona to Idaho Falls, with Heber C. Austin, president. Idaho Falls Stake Tabernacle was dedicated beside in 1915 by LDS President Joseph F. Smith on E Street and Capital Ave. The Idaho Falls First Ward was divided to form Idaho Falls 2nd Ward with David Smith, bishop, in 1919. A stake office was dedicated beside the tabernacle by Elder Marvin J. Ballard in 1920. Idaho Falls became the first city in Idaho with more than one stake in 1935 when the Idaho Falls was divided, and David Smith became president of the Idaho Falls North Stake.

The LDS Hospital was dedicated in 1923. Ground breaking ceremonies for the first LDS temple in Idaho were held in 1939, and the temple was dedicated in 1945. (See separate story, Snake River features.)

The reader is referred to the sources listed below for more information.

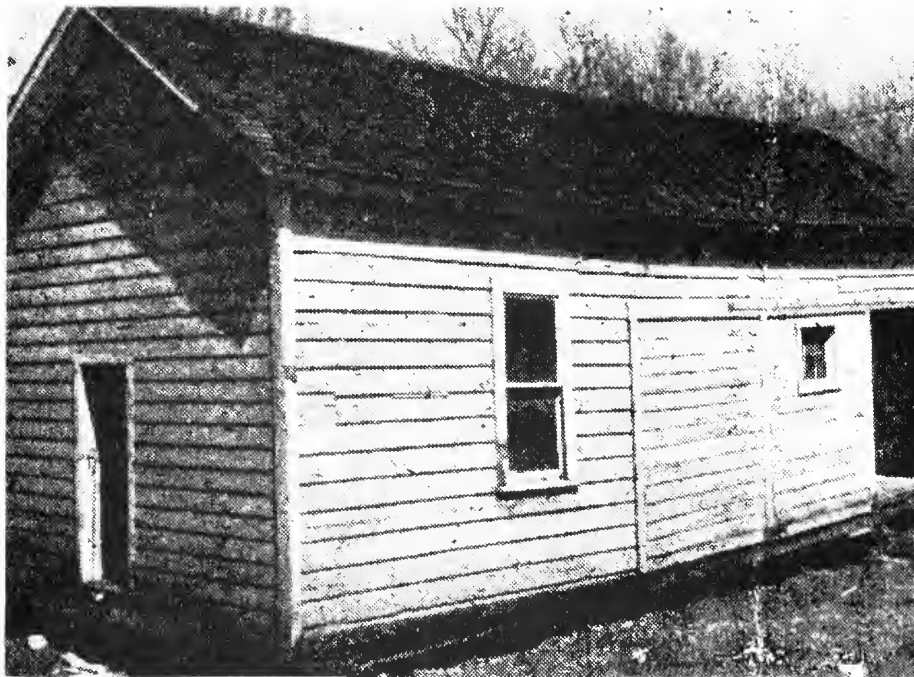
Submitter: Mary Jane Fritzen

Sources: D. V. Groberg, Idaho Falls Temple, The First LDS Temple in Idaho, 1985.

Lloyd Mickelsen, Idaho Falls, Idaho, North Stake History, Idaho Falls, c. 1983.



Baptist Church, corner of Eastern Ave. and Ash, 1884



L.D.S. (Church of Jesus Christ of Latter-day Saints), 1885,
originally on Western Ave. (now Memorial Drive)

CITY OF IDAHO FALLS

Mayors

Since Idaho Falls became a "city of the second class" (a statutory designation in effect at that time) in April, 1900, the city has had 19 elected mayors.

Prior to that time the community was governed by village boards. Nathan H. Clark was the first village board chairman beginning his tenure on March 9, 1895. He was followed the next month, or on April 15, 1895, by Robert Anderson.

Thomas B. Shannon became village board chairman April 13, 1897. He was followed by George Chapin on April 12, 1898. Then Joseph A. Clark, the father of Nathan Clark, became village board chairman, April 12, 1899.

FIRST MAYOR. On April 6, 1900, Joseph A. Clark became the first mayor when Idaho Falls became a city of the second class with city councilmen, two being elected from each of the city's wards. Citizens also elected by ballot a city clerk and a city treasurer.

Clark, who operated a mercantile store, was elected with 269 votes, having defeated Frank M. Bybee, a grocery store operator, who garnered 225 votes. The mayor's salary was set at \$250 for the ensuing year.

Edward J. Wilkinson was elected city clerk with 299 votes, defeating R.L. Hensley with 164 votes. Emma Hurst was elected city treasurer with 244 votes over Emma Reesor with 237 votes.

COUNCIL. Elected to the first city council from the First Ward were William James Thomas with 117 votes and W. A. Tyler with 99 votes. They defeated Robert Anderson who received 43.

In the Second Ward Louis Elg with 82 votes and Christian Plen with 80 votes, were elected. Plen won his post by a straw vote over J. A. Senter who also received 80 votes in the municipal election. The other candidate defeated in the Second Ward was Ed Fanning who received 75 votes. Fanning's son, E. W. Fanning, served as mayor in more recent years.

Voters chose Frank T. Martin with 125 votes, and James Wierman with 102 votes, as councilman in the Third Ward. They defeated Edward P. Coltman with 89 votes and B. J. Briggs with 88 votes. Coltman later became mayor and upon his death, the then president of the City Council, Louis Elg, took over the mayorship.

C. D. Chapin was elected city engineer with 459 votes. Carlyle L. Pelot with 243 votes was elected police judge over H. L. Rogers with 229 votes.

City clerk records show the new city officials were officially sworn in April 13, 1900, by W. H. Holden.

SALARY. Councilmen's salaries were set at \$25 for the ensuing year.

Those serving as mayor after Joseph A. Clark and the date they assumed office were:

Bowen Curley	April 11, 1902
A. T. Shane	April 17, 1903
E. P. Coltman	1906
E. P. Coltman	April 23, 1909
Louis Elg	Sept. 2, 1910
Bowen Curley	April 21, 1911
Barzilla Clark	April 18, 1913
George W. Edgington	May 22, 1915
Henry W. Kiefer	August 3, 1917
Ralph A. Louis	Jan. 8, 1918
W. A. Bradbury	May 16, 1919
Ralph A. Louis	May 20, 1921
Barzilla W. Clark	May 16, 1927
R. B. (Whitey) Ewart	Dec. 29, 1936
Chase A. Clark	May 7, 1937
E. W. Fanning	Nov. 1, 1940
Thomas L. Sutton	April 8, 1949
E. W. Fanning	April 6, 1951
John B. Rogers	April 6, 1956
William J. O'Bryant	May 1, 1959
S. Eddie Pedersen	Jan. 12, 1964
Tom Campbell	Jan. 5, 1978

Tom Campbell is serving as mayor at this writing (1991).

Both Barzilla W. Clark and his brother Chase A.

Clark later were elected governors of Idaho. They were sons of the first mayor, Joseph A. Clark. Barzilla's son, Ferris H. Clark owned and operated the Westbank Motel for many years.

All of the mayors were prominently identified with the growth and development of the city and were vitally interested in civic affairs. And their leadership helped to spur the city along and make it one of the most progressive communities in the Gem State.

Submitter: Joe Marker

Sources: Post Register July 3, 1976

Edith Lovell, Snake River Echoes 14/2 1985

City Hall

Before the present City Hall was constructed, city hall was located on the southwest corner of Broadway and Capital Ave. The fire station was on 451 Park Ave., and the police station on the 2nd floor of 365 Park Ave. Barzilla Clark was mayor when S.H. Kress Co. wanted to buy the fire station property in 1928. The mayor and city council caught this opportunity to finance a new fire station, then police station, and—wonder of wonders—a new City Hall!

No special bond election was held. (Although these years are considered the Depression, in June 1928 the city had voted in favor of bonds to build a dam and power plant. Other city improvements 1928-30 included extending the light and power system.) Money from the sale of the old fire station to Kress, when added to city revenues from the municipal power plant, financed the City Hall.

The city council discussed feasible locations for the fire station and city hall in July 1928, and recommended purchase of Elk's corner, owned by Idaho Falls Lodge 1087, B.P.O.E., on Shoup and C at \$9,000. In December S.H. Kress paid the city \$29,572. for the Park Ave. property, and for a while the city was their tenant. The city council consulted with city attorney Ralph Albaugh, and added the sum to the general fund "as an item to be known as 'Fire Station Building and Grounds.'"

L. E. Fisher, a local architect, was employed to draw plans and specifications, and in October, bids were opened for excavation of the basement. Soon the plan was extended to include a police station, and then

city hall.

The building was built in sections as finances allowed. In August 1929, the council acted to "determine if it is advisable to make arrangements at the new Fire Station for the City Hall to move there." Two weeks later the city decided to move their offices to the new Fire Station building.

On May 7, 1930 bids were opened for the construction of the new City Hall unit. C. S. Crabtree, a local contractor, had bid \$38,483.35, to include everything but brick and tile work. May 8, the Finance Committee, Building Committee, architect and city attorney recommended that the bid of C. S. Crabtree be accepted and H. P. Nielsen's bid for \$9,7688.90 for brick work and laying terra cotta. Aspects of the building, such as plumbing, heating, tile, concrete, etc. were contracted separately by the city council, who frequently met in special session for these purposes.

On June 6, 1930 C. S. Crabtree "addressed the council regarding the plans of the new City Hall building, stating that he would like to have it stated explicitly which set of plans he was working under, whether it was the old set or the set to be revised, and if he is to work under the latter that they be drawn up at once according to specifications." This was done.

Many council meetings worked out details, such as obtaining adjoining property west of the City Hall belonging to Smith-Hart Co. "in order to clear it off and use the same for a park." In October sidewalks were put in east and south of the building, and janitor applications were taken. Formal opening was Nov. 16; on Nov. 21, it appears, final claims were paid to the architect and contractor.

Costing only \$200,000, the building has served to the present with no major structural changes, although the use of many of the rooms has changed. Other groups which have met within the hall include American Legion, War Mothers, Music Club, and others.

In her description of the architecture, Jolynn Wyatt has written: "The design was in Beaux Arts tradition. This can be distinguished by the formality and symmetry of the building and by such features as the double Ionic columns in front of the main doors, the wide steps leading up to the doors and the outset wings on either side.

"The city building is two story and is constructed of reinforced concrete. The entire building is faced with pressed brick in varying shades of brown and is ornamented with bands of ivory and light blue glazed terra cotta that cap the roof line and demark the attic story and the outset watertable. On the south side, over the main doors, is a legend in ivory and light blue terra cotta that reads 'City Building.' This is flanked on the outset side wings by sculptured terra cotta eagles on a field of light blue. In the center of the building, between the north and south sections, there was originally a light court with a large skylight in the roof." It has since been reroofed.

The jail is now in the new county building and that space has been remodeled as well as many of the other rooms. The steps were repaired in 1952. The mayor's office was enlarged in 1986 by removing a concrete wall. A plaque inside the building credits the mayor and city councilers who served when it was built.

1928: Mayor Barzilla Clark; councilmen: Fred Driscoll, Carl Shippen, H. Schwarz, J.A. Coy, W.L. Shattuck, W.P. Holmes, R.B. Ewart, and F.A. Randall. Harry H.K. Payne was City Clerk, and T.R. Peters, Purchasing Agent. In 1930: J.A. Coy, Parley E. Rigby, W.P. Holmes, Harry Rhule, Axel B. Anderson, R.B. Ewart, Joseph Brandl, and F.A. Randall.

Submitter: Mary Jane Fritzen

Sources: Bonneville Museum files, including the following:

Jolynn Wyatt, "The Idaho Falls City Building," a paper for ISU course in Architectural History, 1990.

City Council Minutes, 1928-1930. City Clerk's office.

Interview with Jack Packer, who assisted during the construction.

Post Register: Sept. 10, 1934.

Idaho Falls Public Library

The large and spacious public library we now enjoy had very humble beginnings. In 1883, Rebecca Mitchell opened a small reading room in the basement of the Baptist Church. The room was supplied with books and magazines which Mitchell had acquired through donation—largely from her friends back east. The railroad shop workers especially enjoyed the room as a

place to read and relax on cold, winter evenings.

In 1885, the Women's Christian Temperance Union built up a small library in a rented hall on Eagle Rock St. Their collection consisted of about 400 books. Due to lack of funds to maintain and replenish the reading room, the project was abandoned five years later.

Several other attempts were made to establish a library, but none were successful, until 1905 when local women's clubs began a campaign to build a library. Finally, in 1909 the Carnegie board agreed to supply \$15,000 for a new library to be built. The cornerstone of the Carnegie Library, as it was first called, was laid in 1914. The library, located on the corner of Eastern Ave. and Elm St. was completed in 1916.

The public was proud of their library and patronized it enthusiastically. Not only did the library contain 2000 books, 60 magazines, and 5 newspapers when it first opened, the basement was also converted to a public assembly hall. Marion Orr was librarian from 1917- 1954.

The building was refurbished and an addition was built in 1939 and 1940 to accommodate its increased use and collection. The library and the Public Works Administration funded the remodeling.

Edith Lovell said that for many years county rural people could not check out books. Librarian Dorothy Hickey brought a new concept—that the library is for the use, as well as enjoyment and education of all citizens. Reed Hansen was able to work out a city-county financial solution, whereby every rural residence in Bonneville County is taxed an extra \$15 each year, which goes to the library (1991). In 1974, residents passed a \$2.6 million bond to construct a new media center on Broadway. The new library was complete in 1977. The building which had housed the Carnegie Library was later converted into a museum by the Bonneville Historical Society.

Submitter: Anny Fritzen

Sources—Files in Bonneville Museum

Fea George, manuscript, history of library and of Marion Orr
Second Stories, by Cheryl Cox and Lexie Ann French, pp. 50-52

Idaho Falls Daily Post, Peace and Prosperity Edition c. 1919

Post Register—May 18, 1990

Post Register—Sept. 10, 1934

Note: See library scrapbooks; Idaho Falls Public Library, glass cabinet

Civic Auditorium

The Idaho Falls Civic Auditorium was built through a bond passed in December 1949. The building was completed in 1952. It is a performing arts facility with a proscenium stage theatre and a seating capacity of 1892. The auditorium has hosted a wide variety of activities including opera, symphony, ballet, dance, concerts, conventions, religious services, and lectures. Traditional series of the Idaho Falls Symphony and Community Concerts are held here. The musicals, both Broadway and religious, have been presented annually to the public. Many of the schools hold musical performances and commencements at the "Civic."

A large spectrum of performers have presented their talents on the stage through the years. Some of the performers were Burl Ives, Roger Williams, Chet Atkins, Doc Severinsen, Louie Armstrong, Buck Owens, Johnny Cash, Fred Waring, San Francisco Opera, Ballet West, Utah Symphony, and American Festival Ballet.

The Civic Auditorium has evolved into the show place for the Upper Snake River valley.

Many major improvements and additions have been made to the Auditorium in the last few years. These include a sound system in about 1975; handicapped ramp, 1978; orchestra pit, 1984; baffles, 1989, lighting system, 1989; black curtains, 1990, stage floor, 1991. Money was raised through community organizations for a new Steinway Concert Grand, 1987, and Rodgers Organ, 1991.

The Civic Auditorium is one of the finest performing facilities in the Intermountain area.

Submitter: Roger Ralphs, Civic Auditorium manager

Sources: Civic Auditorium records; Bonneville Museum files.

Electric Light and Power Generation

Owning an electric utility has benefitted the citizens of Idaho Falls for many years. Initially it brought electricity to residents much sooner than surrounding areas. Idaho Falls was one of the first communities in the nation to have electric street lights.

Over the years property taxes have been kept

down by revenues from the Electric Division transferred to the City's general fund. The low electricity rates, especially in later years, have always been a direct benefit to Idaho Falls consumers and businesses.

The city of Idaho Falls first began to consider construction of electric generation facilities in the 1890s when local citizens approached the City Council and urged them to do so. At the same time several petitions were being submitted by private individuals and companies to build and maintain light plants for the City. Apparently the community had more confidence in the local government providing this service; however, bond elections to finance construction of a plant were defeated in 1896 and 1898.

In March of 1900 a bond election was passed and the first plant was constructed by a Mr. D. Swineheart for \$4650 at 10th Street and South Boulevard and powered by water from an irrigation canal. The City officially took over commercial operation of this plant on October 22, 1900 and has continually operated an electric utility since that time. (From 1901 until 1914, City Canal ran down Boulevard. See separate story, Idaho Falls Canal, Chap. 1, Agriculture.)

The only demand for power in these early years was for lights and the plant was run only in the evenings, starting at 4 p.m. in the winter months on cloudy days, and 4:30 on clear days. Residents were charged a monthly fee of 50 cents each for the first two lights, 40 cents each for the next two lights, and 30 cents each for all additional lights.

Only a year after the first plant was completed the need for more power facilities became apparent. The plant capacity was enlarged in 1902 and additional sites were studied beginning in 1903. In 1904 the City acquired land at what would come to be the Lower Plant Site. A bond election for a plant was passed in 1906, but it was not built by the City.

On April 27, 1909, Mayor Coltman asked the Electric committee to secure a site on the river for a new plant location. That set in motion events that led to the construction of a power plant just below the Broadway Bridge at the site now known as the City Plant. This plant was put into commercial operation on September 6, 1912. The electric rate was amended

shortly thereafter to .07/kWh. This new plant essentially replaced the original plant which was gradually dismantled and torn down in 1914-1915. Various additions and upgrades were made on the City Plant to keep up with growing demand in 1919, 1921, 1923 and 1925. The City also purchased power from Idaho Power & Transportation and Utah Power to keep the City's needs supplied during this period.

On November 4, 1927 a preliminary survey was authorized for a power site four miles north of the City. This put into motion construction of the Upper Plant which was completed in 1929. The plant consisted of an 1850 HP generator and was financed through a \$100,000 bond issue.

By the mid 1930s more power facilities were again needed and the City undertook studies of the Anderson Dam project and the Mesa Falls project. These plans were abandoned when the City was able to negotiate the purchase of the Lower Plant in 1937 from Utah Power & Light for \$50,000. Additions and upgrades were made to this plant in 1938 and 1939.

These three power plants supplied the majority of the City's electricity needs until about 1943. At that time an agreement was entered into with Utah Power & Light to purchase the balance of the City's electricity requirements. This agreement essentially continued until 1963; however, when Palisades Dam was completed in 1956 the sale was conducted through the Bureau of Reclamation.

On October 15, 1963, the City signed an agreement with the Bonneville Power Administration to supply the balance of the City's electricity needs because their wholesale power costs were lower than UP&L's. Also, prior to this time a transmission line was not available to wheel BPA power. The City was actually able to lower its rates to its customers following this change.

By the early 1970s, the City's plants were deteriorating rapidly and the machinery was quite outdated. When the Teton Dam flood hit in 1976 it did extensive damage to all three plants. The Upper Plant had to be closed and the City and Lower Plants operated on a limited basis.

A bond election was held and passed in 1978 for the demolition of the old plants and construction of new bulb turbine plants at each of the three existing

sites. Each plant has an 8MW capacity and the total project was constructed for \$40 million, being completed in 1982. The new plants were able to supply about 1/3 of the City's needs when initially completed.

A fourth plant was constructed south of the Lower Plant at a site originally developed in 1910. The Gem State plant was completed in October 1988 and has a 23.5 MW capacity. Even with the addition of this large plant, because of the rapid growth in the City's loads, the plants still produce about 1/3 of the City's electricity needs.

Submitter: Van Ashton, Electric Division

Sources: Minutes from City Council meetings, 1895-1940; September 10, 1934 Post Register; July 10, 1980 article in Post Register; Electric Light & Power Division Annual progress reports 1964-1969.

Idaho Falls Fire Department

1885 Eagle Rock experienced a fire that burnt out nearly all of the frame shacks on what was then Eagle Rock Street.

Leading citizens of the community met at the Brewery Saloon and organized the first fire department.

Twenty volunteers paid \$1 each to belong to this fire department and Ed Winn was appointed as Fire Chief.

That year a New Year's Eve dance was held to raise money and \$150 was made by this event.

This \$150 was used to purchase a hand hose cart with 300 feet of hose. (Each fire engine today carries 1500 feet of hose.)

The railroad company agreed to install three hose plugs to supply water for fire protection. (We presently have approximately 1200 hydrants within the City.)

1885 The first fire station was located at Broadway and Capital. The station as well as all equipment was owned by the volunteer organization.

Later the station was moved to Park Avenue.

1907 The man-drawn cart was replaced by a horse-

- drawn wagon. Cost of the vehicle was \$1,950. Julius Marker was appointed driver of this vehicle. He later was appointed as Fire Chief.
- 1909 Two men were paid by the City to man the fire equipment. The fire station was relocated on Park Avenue to where the Kress Building is. Volunteers were notified by ringing a large bell. This bell is now on display at the Bonneville County Museum.
- 1916 After a fight lasting over two years the decision was made to replace the horse-drawn vehicle with a motorized fire apparatus which was a 1916 American LaFrance pumper. Two men plus the Fire Chief were paid by the City.
- 1930 In 1930 the now motorized fire department was moved into present City Hall. The fire bell was replaced by a siren as a means of notifying the volunteers of a fire. A 1928 American LaFrance Hook and Ladder was received by the City for the sum of \$13,850. This truck was displayed at the 1929 World Fair as the "state-of-the art" in motorized fire fighting equipment. This 1928 ladder truck is still within the fire department and used in parades. During the first 10 years of operation, the operation costs averaged \$35 per year. This was for fuel, repairs, etc.
- 1945 Twelve men in the department and three engines.
- 1950 Manpower increased to 18 men.
- 1953 Station #2 on 8th Street completed.
Lot \$5,000
Building \$76,500
- 1955 Manpower increased to 33 men.
- 1960 Manpower increased to 40 men.
- 1963 Manpower increased to 44 men. Pitman Snorkel Truck purchased for \$57,080. The truck was rebuilt in 1985 for \$50,000.
- 1964 \$587,000 General Obligation Fire Department Improvement Bond approved.
- 1965 Station #3 at Grandview and Skyline was built.
Land \$10,450
Building \$102,979
21 additional men hired.
- 1966 Two 1966 Seagrave pumpers purchased for \$34,814 each. These two trucks were rebuilt in 1985.
- 1975 Station #4 built on Lincoln Road. City agreed to pay 2/3 of costs and Bonneville County Fire District 1/3 of cost.
Total lot cost \$3,000.
Building, \$209,348.
- 1988 Our latest fire apparatus purchased. 1988 Pierce Pumper which cost \$174,049.
- 1989 Ground purchased for Station #5 at St. Clair & Sunnyside.
Approximate building costs will be \$400,000 to \$600,000.

Submitter: Richard Hahn, Idaho Falls Fire Chief
Sources: Department records, City of Idaho Falls Fire Division

Idaho Falls Police Department

"The Idaho Falls Police Department with radio patrol cars and radar has come a long way from the days when 'Peg Leg' Ellis walked board sidewalks and dusty streets in the late 1890s in Idaho Falls. Technical developments have brought the department to a new level of efficiency. The automobile, telephone, and radio have all profoundly affected the police department and the citizens of Idaho Falls. Then as now the department depends upon its personnel, the patrolman who walks the beat, does the leg-work and is irreplaceable to the department." (Post-Register, June 3, 1959)

How has the Police Department evolved? Let's reminisce.

1895. Minutes of the Village Council meeting May 17, 1895, noted the appointment of D. H. (Dan) Cline as the Village Marshall, the first law enforcement appointment found in early records. Since then the following have been appointed and served as **Chief of**

Police:

1. Dan. H. Cline	1895
2. Jay D. Boice or Boyes	
3. George N. Rhodes	
4. Charles Johnson	1904
5. Robert "Bob" Oley	
6. Jack Hayball	
7. Ira Fisher	1908
8. ? Clokentaker	
9. George Harris	
10. C. A. Carlson	1920—
11. Larry Hansen	
12. Orin Hansen	
13. C. A. Carlson	—1950
14. Joseph Carboneau	1950 - 1951
15. Captain Forrest Perrin	1951-1957
16. Captain A. Lowell Cramer	1957-1958
17. Lieutenant John Putman	1959-1962
18. Milton C. Jones	1962-1964
19. Captain Robert Pollock	1964-1987
20. Captain Monty Montague	1987

1900s. In early 1900s, the mayor and council appointed day police, night police, special police, village marshalls, city marshalls, assistant police, and finally Chief of Police. Minutes of the weekly meetings reflect a high turnover with appointments, dismissals and salary changes. For example:

May 3, 1901: "It appearing to the Council from information received by the Mayor, from the Railroad Company, that the Railroad Company wished to retain the City's night Police in his present duties at the depot, and would add to his present salary \$5 per month. It was moved and seconded that we make the salary of the night police \$40 per month and he is to collect from the railroad company \$20 per month as his due for services rendered them in addition, and that we make the salary of the day police \$55 per month and that both day and night police shall work in harmony. Motion carried."

Feb. 28, 1903: "The Mayor declared the office of City Marshall or Chief of Police to be vacant on February 28, 1903 and gave as his reason that the officer had neglected his duties and had shown a disregard to the wishes and instructions of the Mayor and Council."

March 13, 1903: "Mayor reported G. L. Topham

would not accept the position as City Marshall at the salary of \$40 per month."

March 23, 1903: "Moved and seconded that the Mayor be instructed to employ such assistance for the night police as he may deem necessary at a salary of \$60 per month."

April 24, 1903: "Moved and seconded that the salary of the City Marshall be fixed at \$75 per month, and that we fix the salary of the night watchman at \$75 per month."

Some **traffic laws** were similar to today's. The officer enforced laws against riding horses or mules at a reckless speed in the city. This was a forerunner of the modern traffic division. Another ordinance prohibited the riding of bicycles or tricycles on sidewalks.

Jail

Council minutes of 1900 indicate a need for a new jail. The jail committee considered whether to move the present building, but found that impossible without destroying the building. In May, 1902 "Mr. Clyne reported that he and the City Marshall had the promise of the use of the coal house of 'The City Transfer' free of charge to be used as a City jail and that to make it secure it will necessitate the expenditure of about \$20 to line it with another thickness of boards." This action was approved.

In June, Police Judge H. L. Rogers appeared before the Council with a complaint that the Police Officers of the City make arrests and after keeping the prisoners in jail overnight turn them loose and order them out of town. However City Attorney Briggs stated that the Police Judge only has jurisdiction after the person is arrested.

That August the jail committee recommended building a two-room stone building, but had difficulty selecting its location. Sept. 19, 1902, minutes recommended that the jail be located at the rear of the City Hall and facing the adjacent alley. This action was approved.

Officers. July 19, 1904: President Chamberlin stated the principal object of the meeting to be, to consider what action the council should take in the

matter of Policeman Oley, being arrested for assault on Martin Elward, which Mr. Oley claimed was done in the discharge of his duty after an assault by Mr. Elward by the use of strong and abusive language.

A 1934 Post Register article stated, "Officer Oley, an early 1900 police officer and later Chief of Police stated, 'when he first took office as policeman, there were many "tough" characters in town. These men had never been compelled to abide by law, and provided excitement for the city officials.'"

Gambling and liquor laws were not easy to enforce.

Headquarters. In 1909 C. A. Carlson, later to serve several terms as Chief of Police, went to work for Chief Ira Fisher. At the time the Chief and three men had headquarters over what is now A.G. Edwards and Associates, 365 Park Ave. In 1920s the Police Department was located on the southwest corner of Capital Ave. and Broadway. In about 1930 the Police Department moved into the new City Building, 308 "C" Street, where they remained until January 16, 1978, 48 years. They moved to 585 No. Capital Ave., known as the Law Enforcement Building.

Beats, lights, and vehicles. During the middle 20s the City provided a car for the police department. Prior to this time the Police Department was given permission to use the Fire Department's car for night calls. Patrolmen were required to work twelve hours per day in the 20s. Since there was no way to contact the officers walking the beats, beat lights were installed at five locations in the downtown area. When an officer was needed, the desk officer in the station flipped on a light and the officer walking the beat saw the light and would contact the station. As the 30s ended the department now had 15 employees.

In 1933, Paul Crowder rode a motorcycle north from California and liked this country so well he decided to stay. He got a job with the police department, and Idaho Falls had its first motorcycle officer. Due to his aptitude for electronics and gadgetry, he set about updating the department. He became the department's radio officer, and Idaho Falls became the first police department in the state to have a radio communication system.

In the 1940s a second car was added for police department use.

Civil Service. In the mid 40s, to remove politics from the police department, the state legislature passed a law to establish the Civil Service Commission. Idaho Falls quickly passed an ordinance establishing the Idaho Falls Civil Service Commission, to review hiring, firing, disciplining and promoting police and firemen. A police retirement program for officers serving 25 years or more was adopted, the city's first such retirement plan. In the early 1940s the Idaho Falls Police Association was formed. At the end of the decade the city was being watched over by 24 policemen with their days divided into three 8-hour shifts.

Highlights after 1940s. The 1950s began a new era for the department, influenced by the development of the Atomic Energy Site. During the 50s policemen had varied duties, including to shake doors of downtown businesses, turn off lights, and stoke the furnace if needed. They also directed prisoner work gangs. Vagrancy, drunk and disorderly conduct were common arrests, and often the defendant was ordered to "get out of town and not come back." In such cases police were often called to provide escorts to the City limits.

In 1958 the department was demoralized by a burglary scandal. Several members were arrested, convicted and sent to prison. The department was reorganized. As the 50s ended, the department had 50 employees. As a result of a department evaluation, Milton C. Jones, from Michigan was appointed Chief of Police in 1962. Many changes were undertaken and a new look emerged. The uniform was changed. A patch depicting the forebay of the river with the falls and the L.D.S. Temple in the background was adopted and remained in use until 1987 when a new patch was designed.

Training became the first priority and Lieutenant Robert "Bob" Pollock was assigned as the training officer. Another priority was upgrading police records.

In 1964 the department moved into new offices in the basement of City Hall. Officers were better equipped and morale improved. During the 60s the first policewoman was hired, Doris L. Evans, who served as a juvenile officer until 1975. The Miranda law changed how police made arrests in the 1970s. Training was mandatory by state law, and financial

assistance provided by the federal government. Police vehicles gained their alternating blue and red lights. The Police Department took over the County Animal Shelter responsibilities. In 1974 the department joined the AFL&CIO Laborer's Union, and went on strike in 1974 and 1975 to improve salary and benefits.

In January 1978, when the department moved into the "Law Enforcement Building," the City no longer had its jail, "Municipal Court," nor a bright shining neon light pointing to "Police Department." The County was responsible for all prisoners. Judges became state employees. In the 1980s additional technology was employed, and officer's safety became of prime concern. Air conditioning was added to patrol cars, the 911 emergency services were updated, and the department took on City/County Fire Dispatch and ambulance dispatch. The department continues to develop.

Submitter: Faye Holm, Administrative Secretary to Chief of Police.

Sources: Post Register, City Council Minutes, Paul Crowder interview, Idaho Peace Officers Magazine; Ms. Holm's experience in the department since 1960. List of Police Chiefs prepared with help of the late Chief Carlson and early city council minutes.

City Planning

The first city planning commission in the state of Idaho was convened in Idaho Falls on February 12, 1946, by Mayor E. W. Fanning. Members were Gordon Boyle, A. W. Brunt, Wallace Burns, B. L. Harris, R. T. MacNamara, Gilbert St. Clair, K. P. Slusser, George Watkins, and Leonard Wright. Soon after the first meeting, the Commission hired S. R. DeBoer and Company, city planning consultants from Denver, to develop and submit "a complete plan to govern the future growth of the City of Idaho Falls."

By September 1947 DeBoer had completed and submitted to the Planning Commission a series of planning studies covering subjects ranging from a civic center to sanitation and health, to tourist attractions. The City Plan for Idaho Falls, Idaho was submitted for Council and public review in the Fall of 1947. At the same time the Planning Commission was also developing a new zoning ordinance with the assistance of DeBoer.

The 1947 City Plan, Summary and Conclusions contained 160 pages and 16 graphs and maps delineating and illustrating recommendations for the City's growth. The following are among the ideas generated, much of which still applies.

1. Idaho Falls has in the beautiful Snake River an asset not surpassed by any city. This should all be developed into riverside parks with park roads.
2. In Tautphaus Park, "a small but well maintained zoo."
3. The main highways through the city will form the basis of the main traffic arteries. These should be designated as through streets with the character of freeways.
4. Highway entrances into the city should be beautified, and city directories added.
5. Additional downtown parking must be provided for the economy of the city and the merchants. Parking is recommended along railroad tracks, in the interior of blocks and in every other available place.
6. The swimming lake with dressing rooms near Tautphaus Park is difficult to keep sanitary and clean; therefore it should be replaced by more conveniently located concrete pools.
7. Several large irrigation canals in the southern and eastern part of the city should be made into attractive parkways with parallel roadways on each side.
8. Memorial Drive should be extended to North Jefferson Avenue; Holmes Avenue should be widened, and a New Underpass on 17th Street built for the proposed U. S. Highway 20.

Within a few years after S. R. DeBoer completed Idaho Falls' first comprehensive plan, the Atomic Energy Commission built its Operations Office to administer the National Reactor Station (later named Idaho National Engineering Laboratory). This construction stimulated a growth spurt of 73% for the City between 1950 and 1960. The population grew from 19,218 in 1950 to 33,161 in 1960, and the territory of the City almost doubled from 1947 to 1964. In 1965, in response to such growth, the city contracted with Clark, Coleman, and Rupeiks, Inc., city and regional planning consultants, to prepare the second comprehensive plan. The plan was completed

in March 1966 and submitted to the Mayor and Council for approval.

The 1966 Idaho Falls Comprehensive Plan was based on the residential neighborhood concept in which residences housing 3,000 to 6,000 persons were grouped around a school or open space area. Residents were to be within one-half mile of the school-park area, and connected with the school by bicycle paths. Arterials (main streets) or collectors on the fringes of the neighborhood would carry its vehicular traffic.

Some of the recommendations of the Rupeik plan echoed DeBoer's earlier plan. In brief summary, they are as follows:

1. The City is to develop as much of the river front property as possible for boating and other recreation.
2. Strengthen the downtown central business district. Bridges, loop roads, off-street parking, and a downtown mall are suggested to attract shoppers back to the C.B.D. (Central Business District).
3. Emphasize residential rather than commercial development on the arterials (thoroughfares).
4. Encourage manufacturing industries in the north and west locations.

Submitter: Renee' R. Magee, Assistant Planning Director/Zoning Administrator, City of Idaho Falls

Sources: Minutes, Idaho Falls Planning Commission, 1947-1950, 1963-66.

Urban Renewal

During the years 1968 to 1975, the Urban Development Renewal Agency was established with Leonard P. Callan, director. Eugene E. Carr was also a director of the Urban Planning office, who consulted with an Idaho Falls Citizens Advisory Committee. Much thought and discussion went into the development. It centered on the area known as "Eagle Rock," the original town. The study considered whether to restore the old section as a pedestrian mall. History was traced from the first center near the two bridges—the wagon and the railroad crossings. Main business centers were successively Capital Ave., Broadway, and then Park Avenue.

Urban renewal during 1973 and 1974, while S. Eddie Pedersen was Mayor, brought downtown improvements. This area was given a facelifting which included streets, sidewalks, lighting and beautification, to give the city a new look. In 1975 the city's new electrical building was built on Capital Avenue. In 1979 the new Idaho Falls Library was under construction on Capital Avenue in the urban renewal area. A new sewage treatment plant was opened one and a half miles south of Idaho Falls on South Yellowstone, and methods of mass transportation were studied.

Submitter: Mary Jane Fritzen

Sources: Post Register, July 2, 1976; Bonneville Museum files, including Post Register articles. Scrapbook of subject, 1968-75.

Idaho Falls Parks and Recreation

Idaho Falls is beautified by about 25 parks, maintained by the Parks and Recreation Department. Anyone should be able to walk to a park or else a school ground within about six blocks of his home without crossing a main arterial. (Arterial roads dividing the city east and west include Hitt, Woodruff, Holmes, Boulevard, Yellowstone, Skyline, and Bellin; North-south arterials include Sunnyside, 17th, First, and Lincoln.)

In addition the Parks and Recreation department maintains off-ramps from the Freeway and small park areas that beautify city streets, rodeo grounds, the two cemeteries, and weed control. They have a joint-use agreement between the city and schools. A few city parks are within the county rather than city limits. Two parks include facilities for camping, on the north and south of town.

In the spirit of cooperation Idaho Falls pioneers planted trees for parks in the early days. A 1923 brochure said, "A number of beautiful and well-kept parks may be seen in the city." Pioneers included John Lingren, who planted a tree nursery and provided Highland Park; the Village Improvement Association, who purchased land for Kate Curley Park, and C. C. Tautphaus, who leveled the land, dug canals, and planted trees that became Tautphaus Park.

Many more parks and recreation areas have been developed since then. A recreation center was built 1935-38. It is now on 520 Memorial Drive, formerly the Armory building. First park director was Kevin Nelson; he was succeeded in 1963 by Ernest Craner; in 1984, John Johnson; in 1990, Dave Christiansen.

Highland Park

Idaho Falls' first public park also lays claim to several other firsts — the first picnic grounds, first tree nursery, first ball diamond, first zoo, first swimming pond, first skating rink, first bandstand, and first dance pavilion. The park, located on West Elva, was established by pioneer, John Lingren. Lingren immigrated to America from Sweden in 1863 and came to Eagle Rock in 1879. At this time the town consisted of three homes, a boarding house, hotel, and blacksmith shop. Lingren first worked for Jack Anderson, earning \$40 a month as gate keeper for the toll bridge.

Lingren bought a quarter section of land just above town on Willow Creek in 1882. He built a home on this land as well as a nursery with a large variety of trees, and raised vegetables and fruit. This land provided almost all of the trees of the city. In 1893, Lingren donated to the city by deed land comprising two city blocks. He designated this donation to be used as the first public park in the city. This land developed into Highland Park which Lingren named in honor of his native Sweden.

The people took advantage of the beautiful, shady area and enjoyed the various amusements Lingren made available there, including swimming, boating, dancing, picnicking, playing ball, and even ice skating in the winter. Former Mayor Eddie Pedersen recalled in 1977, "It [Highland Park] was the only place we could lie around and curl up in the shade." The center of the park was a bandstand where organizations and church groups congregated for various get-togethers. To celebrate the event, participants were often treated to Sarah Lingren's home-made ice-cream.

Before Lingren died in 1915 he petitioned the city council to buy the property and convert it into a park and playground. Two years later the city purchased additional property to enlarge the park and develop a ball park and grandstand.

Highland Park has changed a great deal since Lingren was proprietor. The fruit trees are no longer, and many of the other trees and vegetation, even Willow Creek, have been changed. The park is home to a log cabin — now the Eagle Rock Art Gallery — which was once used to accommodate tourists. Also, McDermott Field, a modern baseball stadium, was erected in 1977 as part of Highland Park. But Highland Park is still the pioneer park of Idaho Falls, made possible by John Lingren, a pioneer himself, who possessed vision and "... realized the worth of the natural things of life" (Eddie Pedersen, oral history 1977).

Russ Freeman describes the acquisition of land for Highland Park:

After Lingren's initial 1893 gift, the city, in 1915, with Ralph Lewis the mayor, purchased several more lots from the Lingren family from tax deeds mostly for \$50 and none more than \$100 per lot. In 1919 the ball team bought the adjoining land which was a beet field, and developed it for a ball field. The first baseball game May 19, brought about 4500 people who sat on the ground. Only a few bleacher seats were then available. Bleachers were built later and the field renamed McDermott Field.

Highland Park Submitter: Anny Fritzen. Sources: Bonneville Museum file, including Elaine Lingren, manuscript history; Post Register articles; Eddie Pedersen, oral history; City Parks and Recreation Department, Russ Freeman correspondence.

Kate Curley Park

The Village Improvement Society used money from back county taxes to purchase the block bordered by 9th and 10th streets, Emerson and Higbee Avenues. They raised potatoes on the land for several years to help pay for the park's development. Kate Curley, a leader in VIS, died of cancer in 1903. Her husband Bowen Curley, a banker, carried on the park project in her name. Trees were planted according to plans by Charles and Maude Shattuck. Shattuck was a retired professor who at one time had been head of the forestry department, U. of Idaho in Moscow. (Lis

Williams, in Post Register, undated, photo by Robert Bower; she used materials from Mrs. Eugene (Carol) Wright in a 1947 history for Roundtable anniversary meeting.) The City purchased the ground in about 1918.

Tautphaus Park

On the south end of town a large park with varied uses welcomes visitors. To children and parents it is known for the zoo and playground. But it has changed its name at least three times. Requesting the name be returned to Tautphaus, John A. Senter wrote to the city in 1943:

About 1886 C. C. Tautphaus came to town. He and his family filed on four sections of land just south of Eagle Rock. With equipment and work stock he built a large barn and house. He next built a canal from the Snake. It took three years of labor. When the gates were opened it formed a lake. He leveled the land and planted trees when there were few trees in the county. "How those trees did grow! We began calling this spot 'Tautphaus Park.'" (Senter, 1943 letter.)

Joe Marker tells us in Beautiful Bonneville that the park was opened to the public for Pioneer Day 25 July 1910. The 1934 Post Register Golden Jubilee edition recorded, "City park, formerly known as Reno park, is being made into a recreation center at a cost of about \$672,000." Rodeo facilities, roads and grounds were to be improved and pasture fenced for elk and deer.

C. C. Tautphaus had many claims to fame, including building what was probably Eagle Rock's first flour mill. Russ Freeman wrote that the name was changed to Reno Park as people didn't pronounce Tautphaus correctly. In the 1940s the name was changed back to Tautphaus Park.

Describing early Tautphaus Park, Freeman wrote that the pioneer built a lake for boating and planted shade trees. "There were about 38 acres in the original Tautphaus Ranch. In later years Mr. Tautphaus sold the ranch to the Reno family. The Renos later lost the ranch to the American National Bank under a mortgage, then June 13, 1935, the American National sold the property to the city for \$13,500 to be developed as a City Park.

"The race track had been constructed and a grandstand built, and Rodeo (War Bonnet) was held for

many years inside the track. Rodeo probably called War Bonnet because of the use of many Indians in the Parade. We discontinued the lake, making it into the lighted softball field, also placing ball fields in the track area. 16.48 acres were purchased in about 1948, and the Lilac Circle planted."

Tautphaus Park on Rolland Ave. is now 80 acres. As well as a zoo, it contains ball diamonds, horseshoe courts, picnic shelters and tables, play equipment, rest rooms, tennis courts, concession buildings, football field, artificial ice and hockey rink, and other facilities. The zoo includes caged animals and hoofed animals, fowl, and fish. There are buildings for the superintendent, offices and utilities.

Sportsmen's Park

Pedersen's Sportsmen's Park is located at the site of the first toll bridge. When the city built a diversion dam for power in 1911, this dam caused the water to completely surround this pile of rocks and made it a small island. A 1969 history describes the park's development: "In the early 1920s, a small foot bridge was built to the island and they began taking dirt across the bridge in wheelbarrows. After several years, the island began taking shape. The Forest Department brought in Idaho's native trees and shrubs in 1927. The island gradually became a park. As the park began to develop, Peter Pedersen's Museum was started."

The museum was opened to tourists. On one side of Sportsmen's Park, the Sportsmen raised from thirty to sixty thousand rainbow trout a year. (1969 article by Wendy Hinckley, Becky Parkinson and Joann Green, from interviews of S. Eddie Pedersen, mayor, and Orrin Myler)

The Sportsmen Association beautified the island and by 1934 reported that hundreds visited each day during the summer months. (Post Register, Sept. 10, 1934). The Swinging Bridge was a delightful access to the park, until it was removed after the Teton Dam flood in 1976, and a sturdier bridge built. The park, now named Pedersen's Sportsmen's Park, contains an island of nearly one acre with fish, wild life and picnic tables.

(One interesting tid-bit, which probably is just as well forgotten, is that the island for a time was the city's red light district. The Village Improvement

Society was responsible for its demise, whereupon Eagle Rock Street became known for that pursuit, well into the 1930s.)

Freeman Park

Who would remember this was the old city dump? Now containing 57 acres, it was partially acquired in 1915, 1929, 1932, and 1946. Later the dump was buried and covered, then planted with grass and trees. It was named for Russ Freeman, city councilman, who was active with the Parks and Recreation. With a scenic route along the river, it has parking lots, shelters, and play equipment, and has a diversity of use. A band shelter was constructed during the 1980s.

Riverside Drive

This includes the city area both east and west of the Snake River, and may be called the Greenbelt. In 1934 the Post Register Golden Jubilee edition wrote: "The City already has several beauty spots, including Kate Curley Park, the island park south of Broadway bridge, Highland Park, Memorial Drive and others.

"Another park project of the city is the Riverside Drive. Plans call for the beautification of the water front from the Broadway bridge to the John's Hole bridge, with a boulevard running along the river bank....It would be impossible for the best landscape artist to place the Snake River in a more convenient place for the beautifying of the city."

Russ Freeman wrote later: "We purchased from Barzilla Clark entire ground Porter Canal to the river as far North as River View Motel for \$10,000. Was a dumping ground....only foot path to John Hole bridge. War prison, German, where Clark's Westbank Motel is now. Used the big German farm boys in construction, moving dirt to cover the rocks, planting from city nursery.

"Eastside or Memorial Drive, filled in and planted, with irrigated system throughout. Bought this ground as we could, over period of many years. Chamber of Commerce committee brought pressure (then my committee) on the city's 8 councilmen to get this river front developed. Finally put me on the council as easier way to get things done. More favorable comment concerning river development than any other city project, because it could have still been a city dump."

By 1991, the "Greenbelt" was being extended from Johns Hole Bridge south to W. 17th Street (Pancheri Drive.)

Other Parks:

Poitevin Park, 1935.

Liberty Park, also known as Elm Street Park and South Boulevard Splash Pool Park, 1937.

Northgate Park, 1934, provides overnight camping. Another campground park is in the rest area just south of town.

Municipal Pool on Elm St., 1945. It was used until about 1984 when Aquatic Center was built. Another swim pool is located at Reinhart park.

Rollandet was built on land used for war prisoner bunkers. There is a park on 20th Street; tennis courts on Wabash and 7th Street.

Parks from the 1950s include John Adams Parkway, Civitan, Willowbrook, and Antares. In the 1960s, Riverside, Sand Creek rodeo grounds, 150 acres, 1963; and Reinhart.

Additional parks include Russet Noise Park, 400 acres, west on Arco Highway; Lincoln Park, 6 acres on Lincoln Rd.; Sugar Mill sub-station, 6.5 acres, East Kearney St.; Esquire Acres, 11 acres, Moonlite; Interstate, 11 acres, Broadway and Grandview; and Gem Lake south of town. Other Parks include Central, Antares, North Tourist, and West Drainage area. Sand Creek Golf Course was later built. Recent parks are Community Park on Holmes Ave., and Sunnyside Park, 17 acres on Sunnyside Rd.

Submitter: Ernest Craner and Mary Jane Fritzen.

Sources: Parks and Recreation Department; Bonneville Museum files.

An area map showing the parks is for sale at the Chamber of Commerce.

GOLF

Regarding Pinecrest, the first golf course in Idaho Falls, long-time golf professional George Orullian commented, "When I first came here no one thought this place would ever become famous in the U.S." But what began in 1935 as a sand greens and dirt fairways

golf course evolved over the years into one of the top three public courses west of the Mississippi, according to a 1952 issue of Life magazine.

In 1935 the city bought the golf course located on East Elva from the Idaho Falls Country Club. Under the Works Progress Administration, the land was improved and developed into a beautiful 18-hole all grass golf course complete with trees and a clubhouse. In 1964, the municipal course was renamed, "Pinecrest Golf Course." The course is enjoyed by many residents as well as tourists.

George Orullian was hired by the city in 1936 to assume the position of golf professional at Pinecrest. He worked as golf pro for 38 years. During his administration he helped build the popularity of golf and also helped Pinecrest gain prestige. Orullian was the first to establish a junior golf program which successfully increased the interest in golf in Idaho Falls. He also taught many golf lessons to people of all ages.

Pinecrest has been host to various golf tournaments including the first Idaho Open Golf Tournament and Idaho State Amateur Tournament. The course also has attracted some of the best Professional Golf Association pros including Sam Snead, Harold McSpadden, and Billy Casper. To maintain the quality and beauty of Pinecrest, a new computerized irrigation system was installed in 1989.

As golf grew in popularity there was a need for another course. Land was purchased by the city and in 1978 Sandcreek Golf Course on Hackman Road was opened. In 1991 a third public course is under construction. Additionally, Idaho Falls is home to a private golf course, the Idaho Falls Country Club.

Submitter: Anny Fritzen

Sources:

George Orullian, Pinecrest and George Orullian, First Golf Professional, published 1986.

Interview with George Orullian, by Mary Jane Fritzen.

March 26, 1991. Notes in Bonneville Museum Reading and Reference Room.

Robert Premeaux, Post Register article, June 18, 1990
Idaho Falls Chamber of Commerce

Water Works

W. H. B. Crow developed the first system to supply water to the early settlers of Eagle Rock. His water system consisted of a pump house in the Snake River with piping to hydrants and to a few homes. The reliable method for water was a barrel in the yard which water haulers would fill several times a week. In 1885 Eagle Rock Water Works Company constructed another water system—the pump powered by a windmill with a boiler for reserve. The population of 250 consumed 35,000 gallons. Mr. Crow then purchased the water system and in 1899 the Eagle Rock Water Works was sold to Idaho Falls for \$5,000. Water supply was from the Snake River and considered safe.

On January 5, 1909, City Engineer O. D. Chapin reported to City Council the Water Works system consisted of 15.8 miles of pipe ranging in size from 3/4 inch to eight-inch diameter and included 46 fire hydrants. The population was then about 4,000.

The first deep well was drilled at 10th and Boulevard in 1926. Well #2 is located on I Street by the river, and Well #3 is located beneath the elevated storage tank. Both the elevated water tank and Well #3 were placed in operation during 1937. The city's only elevated storage tank holds 500,000 gallons and is still in use in 1991.

By 1949 the water system had four deep wells and could produce 12,700 gallons per minute for approximately 18,000 residents.

By 1962 the system had eight operating deep wells with 112 miles of pipe distribution system to serve a population of 35,000. In this year each of the existing wells was equipped with chlorine detention tanks and these large concrete tanks were then included with each new well developed.

In 1980 the first of three emergency generators was installed at selected well sites. In case of a general power outage, these generators can provide the 1991 domestic water needs of the entire city.

The current 1991 water system has 15 operating deep wells with two additional wells under development. The water supply is controlled by a computer and can produce 89 million gallons per day. There are over 220 miles of pipe lines in sizes up to 24

inch diameter, with about 1600 fire hydrants. In general the City has constructed a high quality water works system, designed to grow as the needs increase.

Engineering

In 1895 trustee minutes mention a Village Engineer, and in 1900, a council minute entry approved a City Engineer's salary of five dollars per day. Since this salary appears abnormally high for the time, this could be for a consultant's pay on a day basis. Records are not clear on the name or tenure of all early Engineers, but one meeting of 1909 Council minutes shows C. D. Chapin as City Engineer. It is not known how long before or after he served. Also in 1912 a minute entry refers to Frank Beach as City Engineer. From 1927-1958 Claud Black served; 1958-1962, Donald F. Lloyd; 1962-1964, Don Ellsworth; 1964-1966, Robert E. Sanderfield; 1966-1980, Joe Laird; 1980-1991, Ed Turner.

Since the early 50s the Idaho Falls Engineering Department has ranged from 15 to 22 employees, and from one to three professional engineers. The department is responsible for design investigations, preparations of cost estimates, preparation of plans and specifications, and inspection and accounting of construction. These steps are necessary for all City projects which involve new facilities or extension or improvements of existing facilities. Consultants are used when special skills are needed or the work load is beyond the capacity of the staff.

Engineering is a service department for the entire city, and operates with four functional sections: 1. Design, 2. Survey, 3. Inspection, 4. Signing and Striping. Each of these sections has qualified personnel and excellent equipment to serve the City's needs.

Public Works

Public Works is public service. This organization was created to produce and maintain the facilities and services which our modern urban living require. Its purpose is to coordinate the interrelated activities which have the common characteristic of public service.

Public Works organizations vary in size and make-up from city to city, but generally include the departments currently in the Idaho Falls Public Works Division: Engineering, Streets, Water, Sanitation and Sewer.

The Public Works Director is responsible for establishing technical standards, methods and procedures, planning, design, construction, maintenance, repair and improvements of the public facilities.

It was March 1962 when the City Council passed an ordinance creating a Public Works Division for Idaho Falls. However, for some time previous, all the elements of Public Works existed and were being implemented by the City Engineer. The very first indication of need for Public Works was an election conducted by the Board of Trustees for the Village of Idaho Falls. A Road Overseer, W. G. Ellis, was approved by a three to two vote on April 15, 1895. The village, at that time, had less than 500 inhabitants.

In 1900 the village became a city of second class and boasted a population of 1262. In that same year, the City council voted to pay a Road Superintendent \$60 per month and a City Engineer \$70 per month. These are the first real elements of what was later to become a Public Works Organization. Idaho Falls has had only two Public Works Directors: 1962-1985, Donald F. Lloyd; and 1985 - present (1991), Chad Stanger.

Submitter: Artie Lee Gardner and Donald F. Lloyd
Sources: Idaho Falls City records, Public Works

Streets and Bridges

In 1895 the Village Board elected W. G. Ellis as the first "Road Overseer" (a forerunner to the Street superintendent). In that same year Mr. Keefer was awarded the first contract for sidewalk, street and alley crossings at a cost of 30 cents per lineal foot and \$19 per thousand feet of lumber.

On August 1, 1905 Engineer Kelsey (from Salt Lake City) presented preliminary estimates for macadamizing downtown streets called LID #1. This includes three blocks of Broadway and two blocks each of Shoup, Capital and Park. A month later, September 7, 1905, the City Council declared its

intention to create LID (Local Improvement District) #1 to macadamize the streets.

On August 23, 1912 the City Council passed a resolution to create a street LID for "Downtown." The City Engineer at this time was Frank Beach.

An excerpt from a letter dated July 1, 1931 states, "The Business section has all been paved, contracts completed, the kind of paving being Bitulithic."

A 1923 promotion of Idaho Falls claimed 26 miles of paved streets, 60 miles of concrete sidewalks and 50 miles of graded, drained and gravel surface highways connecting farming communities. In 1933 the City purchased its first snowplow, and in 1949 the City claimed its 40 and one-half miles of paved streets were more than any other city in Idaho.

A little chronological history is included:

1950. Highway 20 to the desert (INEL) was opened. City population was 19,000.

1953. City has 48 miles of paved streets.

1961. City operates street sweepers on 102 miles of paved city streets.

1962. Freeway I-15 opened to Idaho Falls. It stopped at the northern edge of the city.

1972. Massive downtown street renovation program.

In 1991 there are over 200 miles of paved streets in Idaho Falls which require cleaning, repairing, patching and snow removal from the Street Department. Generally, new construction and seal coating is accomplished by contractors.

Submitter: Donald F. Lloyd

Sources: Idaho Register, The Post Register, Pioneer Memories, City Council Minutes, City of Idaho Falls and Public Library files.

Sanitation

The history of Sanitation (garbage collection and disposal) begins when people gathered together in Eagle Rock. The first recorded information is a note in the Post Register to the effect that the "City decided to fill two blocks on the west side of the rail road tracks and a large hole on the rail road right-of-way with garbage." The article was dated during World War One when the Idaho Falls population was between six and seven thousand.

It is not clear when the city started garbage

collection, but the first efforts were made by men lifting 50 gallon drums into an open truck, probably in the early 30s. These trucks were then emptied at various dump sites which were usually holes or low areas in or around the City. In more recent years, the area lying between the I-15 Freeway and the airport and Freeman Park were both previous dump sites and are two examples of reclamation efforts.

The first major innovation in garbage collection was the use of compactor trucks in the early 50s. The equipment has improved through the years in both efficiency and capacity and allows fewer employees to handle the city's ever-increasing quantities of garbage.

Containers for commercial garbage collection were introduced in 1963 with the purchase of 30 units of three and four cubic yard bins. Truck units were adapted to lift and empty the containers with a single operator. The success of this method prompted the expansion of the container system into the residential area in 1981. The system is still being expanded and may some day include the entire city.

In 1977 the City purchased its first tilt-frame truck to handle 30 and 40 cubic yard containers. These containers were placed in commercial and industrial centers and could be picked up, hauled, emptied and returned with a single operator. Today the City operates three tilt-frame trucks with 68 thirty-cubic yard containers. The City now owns six container trucks servicing 1400 three-yard containers, and seven rear-load compactor trucks for hand loading. The City of Idaho Falls has provided an excellent garbage collection system at a reasonable cost to the citizen.

Sewerage

On January 20, 1905, City Engineer C. D. Chapin and a Salt Lake consultant submitted a report to the City Council recommending sewers be constructed on Capitol, Shoup, and Park Avenues. A citizens committee endorsed the recommendation. The Council then passed an ordinance declaring intentions to construct a sewer system (about 13,000 feet of pipe at an estimated cost of \$28,500). This early sewer effort took place when Idaho Falls had a population of about 3000 and was the beginning of today's modern sewer system. The sewers emptied directly into the Snake

River, and the street drainage was also directed into the sewers. While the sewers were adequate for sanitary sewerage, they would tend to overload during rain storms.

As the population grew and the city area expanded, Local Sewerage Improvement districts were formed. The sewer systems were installed to handle the current need, and the cost of installation was assessed back to the property which was benefited. The second such district was approved by the City Council over the Mayor's veto on December 20, 1912. The population then was over 5000.

As development moved east, it became necessary to use Willow Creek and Crow Creek for surface drainage. Drainage was a problem partially handled by a hodge-podge of sanitary sewers, creeks, ditches, and "dry wells." A dry well is a hole bored into the underlying lava until a large crevice area or caverns are found. These "dry wells" would carry away huge quantities of surface water and sometimes sewerage.

During the 30s a tunnel was started at the river (end of Short Street) and constructed beneath the street system. This tunnel ended near Highland Park. The original purpose of the tunnel is not clear but parts of the structure have been renovated and are currently being used for drainage.

Sanitary Sewers were constructed by the LID method as the City expanded. In about 1958, the City constructed a series of interceptor sewers for the purpose of removing raw sewage from the Snake River. The bond issue which funded the interceptors also funded a primary sewerage treatment plant, which was located on the east side of the Snake River, south of Sunnyside Road. A primary plant removes the solids from the sewerage to a digester and cooks it into a sludge. The effluent is then chlorinated and is then placed back into the river. This primary plant served the City well until 1971, when environmental requirements demanded the construction of a secondary sewage plant. A secondary plant removes the biological oxygen demand of the effluent from the primary plant.

In 1981 a drainage pond was developed on the west side. The surface drainage from a large area was directed to the pond for temporary storage to avoid street and basement flooding. When not in a flood

situation the area can be developed into a park or playground. Ten years later (1991) 27 such drainage ponds were existing or under development, each consisting of one to two acres.

In 1990 the treatment plant area was again expanded to handle the increased quantities of sludge. The treatment of sewerage is a costly operation, requiring a modern processing plant with many skilled operators. A tour of the Idaho Falls treatment plants can be rewarding.

Submitter: Donald F. Lloyd and Artie Lee Gardner

Sources: City records



Joseph A. Clark, first mayor of Idaho Falls



Eunice Clark (left), wife of first mayor, mother of Chase A. Clark (center) and Barzilla W. Clark (right), both of whom served as mayor of Idaho Falls and as governor of Idaho.



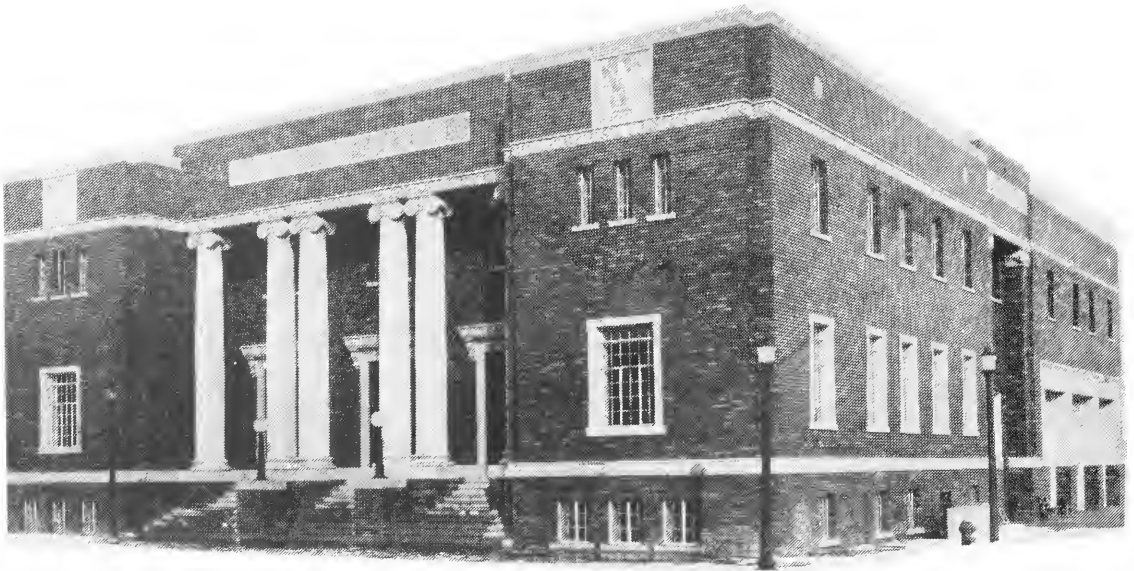
Eagle Rock Street



Beginning construction at lower power plant



Lower power plant, built 1908



City Hall, built 1930, while Barzilla Clark was mayor.



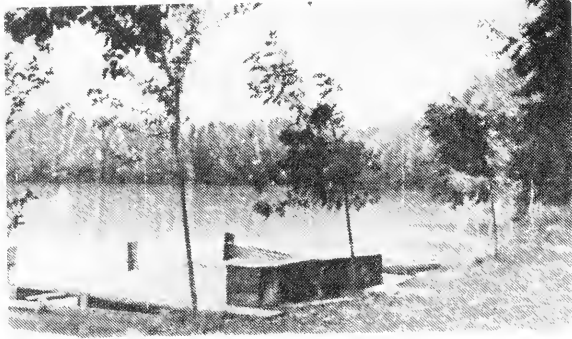
Mayor Barzilla Clark inspects dam for upper power plant completed in 1929.



Fire Department about 1910, Julius Marker, fire chief



Police Department and officials, 1934



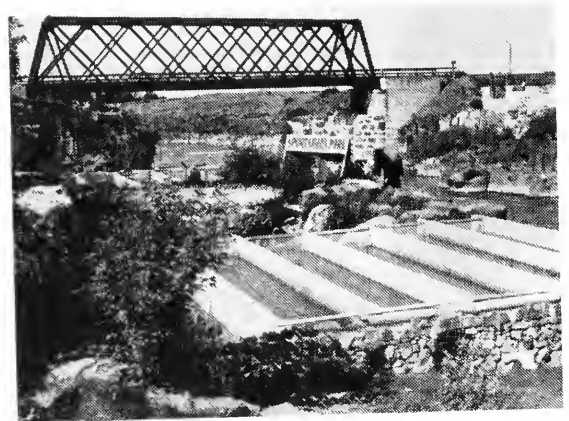
City Park (Tautphaus) Lake



Dance pavilion, Highland Park



Rose Hill Cemetary bridge and fountain to honor Rebecca Mitchell



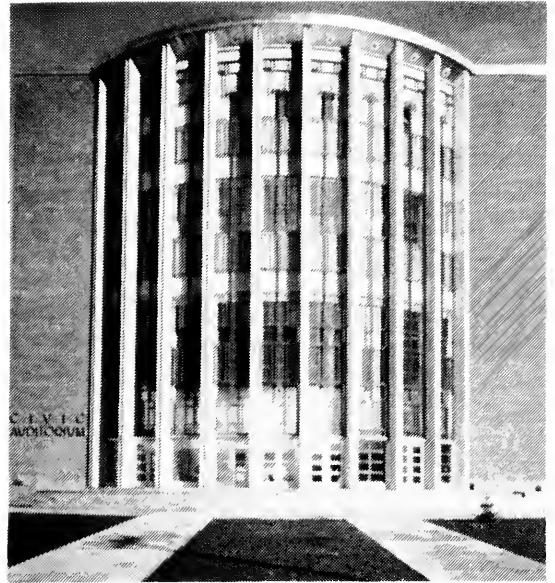
Sportsmen's Park



Idaho Falls Golf Course



Idaho Falls Public Library, completed 1916
In 1980's it became home of the Bonneville Museum.



Idaho Falls Civic Auditorium, 1952

BONNEVILLE COUNTY COURTHOUSE AND FEDERAL POST OFFICE

Bonneville County. Explorers, trappers, traders, and mappers made Idaho a busy place from 1805 to 1843. As they worked their way along the streams and rivers of the state, many left their names on the lands they found. In 1832 Captain B.L.E. Bonneville received a two-year leave of absence from the U.S. Army to embark on an expedition to explore the Northwest, including the Snake River area from 1832-1835. His were the first correct maps of the Pacific Northwest.

As the explored area became known to others, a settlement grew up at the site of Eagle Rock Ferry in the 1860s. By 1880, permanent settlement had begun. Mormon and other settlers filed claims, put in irrigation ditches, and established agricultural communities. When the Utah and Northern Railway was completed, Eagle Rock, later named Idaho Falls, became a division point and remained so until 1887.

Idaho became the nation's 43rd state July 3, 1890, but Bonneville County didn't come into being until 1911 when it was created by the State Legislature from the north and east parts of Bingham County. Idaho Falls then became the county seat.

Note: Bonneville, the Man Behind the Name, by Edith Haroldsen Lovell, is due to be published in March 1992 by Horizon Publishers.

Bonneville County Courthouse

Bonneville County was created February 17, 1911, from Bingham County. The first courthouse was a two-story brick business building on the southeast corner of Broadway and Capital.

In that building, on July 9, 1912, the County Commissioners purchased a site at the end of C Street on which to build a courthouse, paying \$7,600 for the property.

C Street was out in the country then. City planners intended it to be a nice tree-shaded street with ample parking leading directly to that hub of economic activity, the railroad station, four blocks east on C Street.

Courthouse and railroad station—at some time in their lives most people would be transacting business in one or the other of those locations. Six to eight times a day passenger trains pulled in, loading and unloading people, mail and produce. Countless freight trains puffed in and out with assorted cargo.

By 1919, Bonneville County was known as one of the big, wealthy and progressive counties of the state with the smallest indebtedness of any county. On June 3, 1919, citizens voted to bond the county for \$250,000 to build a courthouse which would house a jail in the basement.

After traveling far and wide to look at other county courthouse buildings, the commissioners hired architects Fisher and Aitkins to draw up plans. These were approved August 12, 1919. Bids were called for October 21, 1919, contracts awarded December 1, 1919, to W. H. and E. M. Holden. Other contracts were awarded June 7, 1920, to North Pacific Construction Company, S. K. and George Mittry, owners, to complete the building, and to Tarbet Heating and Plumbing to install the plumbing and heating works.

On March 16, 1921, with bands playing, the handsome new courthouse, gaily draped in bunting, was formally opened. It was a beautiful day, befitting the opening of the Idaho Falls First Annual Spring Festival. An orchestra played in the basement during the afternoon and most of the 8,000 population of Idaho Falls and many others from surrounding communities crowded into the building.

People went on guided tours, commenting on the lofty ceiling, many windows, polished doors and artistic rostrum. The domed ceiling with the stained glass was called awesome. People praised the mosaic floors, marble pillars and decorations.

Captain Murphy from Dubois was the main speaker for the evening. After the speeches there was dancing in the rotunda with free punch for all. A flashlight picture was taken inside the building for publicity in the Kiwanis journal. The sheriff said the only place without a reception line was in the jail.

The only ones not rejoicing at the completion of the building were the Mittry brothers. The Commissioners had paid out monies available as work progressed until the \$250,000 fund was used up. There was no money left to pay the remainder of the amount incurred by the Mittry brothers, \$18,880. They filed suit on March 12, 1921, and Judge Robert Terrell ruled in their favor. The Commissioners appealed the case.

On November 27, 1923, the State Supreme Court ruled that the county could not legally pay out more than its bonded indebtedness. According to Alvin Denman, a practicing attorney in Idaho Falls for 60 years, the loss pretty much put the Mittry brothers out of the building contract business.

The Bonneville County Courthouse still faces east. The railroad station is long gone. But increased population and county business squeezed more and more activities into the courthouse.

To relieve the crowded conditions, an annex was built to the south. The City-County Law Enforcement Building, completed in 1978, houses the law enforcement division, the magistrates division, the jail and other related facilities.

When the courthouse was formally opened, the commissioners said proudly, "This building should be good for 50 years."

Not only has it served Bonneville County for all of that, it is well into its second 50 years. In addition, the Bonneville County Courthouse is now listed on the National Register of Historic Places as an example of neo-classical public architecture.

Submitter: Margaret Hawkes Lindsley

Sources: Wylie Snarr, Joe Marker, Rita Scott, Post Register of Sept. 30, 1979; Edith Haroldsen Lovell, Judge Linda Cook, Renee Magee of Idaho Falls Historic Preservation Committee; Bonneville Museum archives.

Editor's Note:

The Idaho Falls Times of February ..., 1911, printed:

Now Bonneville County. Legislature Passes Measure Making Idaho Falls a County Seat.

Thursday last the house passed the Bingham county division bill, creating the county of Bonneville, with Idaho Falls as the county seat, by a vote of 58 to one. And thereby has Idaho Falls come to a realization of her hopes and aims after years of work and effort.

At one time considerable opposition developed against the bill, but that practically withdrew from the field and left the coast clear.

But slight changes were made in the bill as it was originally drawn up. The principal changes were the changing the name from Snake River county to Bonneville county, and making it a county of the second class instead of third. The latter was an error in drawing up the bill.

The county derives its name from Captain Bonneville, a soldier and explorer who came to the southwest in 1833 and remained two years, crossing the territory embraced in old Bingham county a number of times, spending part of one winter at Tilden. After the war with Mexico...he served for a long time...in Oregon and Washington.

A number of attempts have been made to divide Bingham county, but in every instance those in charge could not agree on what would be considered an equitable division; one that would be agreeable to a majority of the people of both the north and the south parts of the county.

When the question was agitated this winter, the Club of Commerce took hold of the matter and appointed a committee to meet a like committee from Blackfoot. The latter part of December these two committees met in this city and proceeded to get together on some plan for division.

U.S. Post Office and Postal Service

Mail service was established in the upper Snake River valley which was then in Oneida County in December 1866. The stage station was known as Eagle Rock and mail was postmarked Eagle Rock. The first postmaster was Robert Anderson, who served six months. Mail was carried by stage lines from Malad and Fort Hall in southern Idaho to Virginia City in Montana with stops at stage stations along the way.

The next postmaster was W. F. Bartlett, who was appointed in May 1867. Bartlett was a partner in the Oneida Road, Bridge and Ferry Co. He was succeeded by Tom Lauder in February 1868, who was serving as the Wells Fargo agent in Eagle Rock. Lauder served only 60 days as postmaster. He came west with the

Adams brothers, John and William, who were also in the freighting business. The Adams brothers were supplying wood and hay to the Market Lake Stage Relief Station and had homesteaded on the lush wild hay land there. Tom Lauder soon joined them, resigning his postmastership.

The next postmaster was John Adams, and he shortly thereafter moved the post office from Eagle Rock to Market Lake, and all mail received the Market Lake postmark. Adams served as postmaster for a year and a half. The next postmaster was Israel Heald, a well-known citizen of the Island, or Menan as it is now known. He was appointed in November, 1869. He moved the post office back to Eagle Rock on November 5, 1869. His assistant postmaster was Matt Taylor.

In the early years people came to the post office to pick up their mail, so it was a prominent social location for the community. Heald served as postmaster for 11 years. John C. Anderson was appointed postmaster of Eagle Rock Nov. 11, 1880. He served in that position for 8 years 3 months.

During the term of the next postmaster, William E. Wheeler, the name of the post office was changed from Eagle Rock to Idaho Falls. This change was made on October 10, 1890. This was the year Idaho was made a state in the United States. Wheeler was a well-known newspaper publisher. He started the first newspaper in this area, Idaho Falls Register. After serving five years, Wheeler was replaced by E. P. Coltman, a railroad man. Idaho Falls was now nearing 1000 in population. Coltman was postmaster for just over three years. Ruel Rounds was the next postmaster. He was appointed April 19, 1897 and served four years. He later served as U. S. Marshall and as an associate of Senator Fred Dubois in law enforcement work.

Ed Winn, the first fire chief of Idaho Falls, was appointed postmaster on April 25, 1901. He served seven and a half years. During the early years of the post office in Idaho Falls, it was located on the southwest corner of Broadway and Capital Ave. It was later moved to the building now housing the Pioneer Book Store at 360 "A" St.

A. T. Shane replaced Winn as postmaster on November 7, 1908. During his term as postmaster, the Federal Building was built on the southwest corner of

"C" St. and Park Ave. It covered a quarter of the block on which it was built. The post office rented the entire first floor of this building with some storage rooms in the basement area. The cornerstone of this new building was laid by William G. McAdoo, Secretary of the Treasury, in 1914.

On January 24, 1918, W. J. Coltman succeeded Shane as postmaster. Post office box service was installed during this period and delivery to business and home addresses was started. Delivery was made using two-wheeled carts which were pushed by the mailmen. Some of the first carriers and clerks were George Keller, Harrison Greenhalgh, W. J. Ireland, Walt Davis, Harold Pattee, Burke Gaines, Charles Gullixson, Al Hargraves, Levi Hawkley, Ernest Anderson, Joseph Waters, Clarence Owens, and Robert Owens. Some of these men served under Coltman, who was replaced on February 1, 1922 by Joseph W. Morley. They also served under Parley Rigby.

During Morley's term of office an historic event took place for the post office. On September 1, 1934, the first airmail flight from Idaho Falls took place. A plane operated by Salt Lake-Great Falls Airline landed at the Idaho Falls airport at 7:50 a.m., picked up 72 pounds of mail and one piece of air express. Several state and local officials, regional and local post office personnel were present. Prominent men were A. C. Bloomgren, State Aeronautical Commissioner; M. M. Bodell, Assistant Chief Clerk Railway Mail Service; A. E. Smith, secretary of Chamber of Commerce; Joseph W. Morley, Idaho Falls postmaster; and Mayor Barzilla W. Clark. Since that historic date, airmail has played an increasingly important part in the postal operations.

On September 19, 1934, Parley Rigby replaced Joseph Morley, who had served twelve and a half years. Idaho Falls had grown to about 15,000 population by this time. It had expanded principally to the east of Snake River, with numerous businesses and fine homes. Mail delivery was done by mail carriers on foot in the city limits, and by rural carriers in their own cars in the country area surrounding the city. The rural carriers also delivered the packages for their routes. Package delivery over a shoe-box size was done by delivery men in trucks within the city.

Railway Mail Service provided nearly all of the mail transportation during the 1920s, 30s, and 40s.

The trains were Butte and Salt Lake City Tr 29, 30, Green River and Portland Train 17 and 25. Truck transporting of mail gradually came about as the need for shorter hauls and faster delivery schedules became apparent. Soon truck delivery carried all mail under 300 miles from originating post office.

In 1936, the space the post office occupied was enlarged in the downtown Federal Building to accommodate the growing needs of mail distribution and carrier route space. By 1939, there were 9 city carrier routes, 2 parcel post routes, and 5 rural routes.

By 1941, Idaho Falls was nearly 18,000 population and residential building was expanding east and west. Businesses were moving to North and South Yellowstone Avenues, West Broadway, 1st and 17th Streets. It became increasingly apparent that larger postal facilities would be needed. Post Office Department representatives asked the local postmaster to begin a study of the present and future needs of the city of Idaho Falls, relating to postal service. Under the personal supervision of Postmaster Parley Rigby, and with the support of Mayor John B. Rogers and the City Council, several sites were considered.

Another important world event came along at this time—World War II. A number of postal employees who were of draft age were called into the military services. These men were guaranteed their jobs when they returned. This slowed down building plans for about 7 to 8 years. Commercial and home financing was restricted for some time.

After studying the possible locations for the new post office for some time and with the concurrence of the Mayor and City Council, a site on the east side of the city was selected. This site was on the Northeast corner of 4th Street and Freeman Avenue. After securing the proper zoning and required building permits, the Post Office Department issued a contract to the Arrington Construction Co. for \$325,000 to build an 18,000 square foot building with 22,000 square feet of parking adjacent to the building. After construction was begun in mid-1957, it took about a year to complete the building. With the installation of required equipment, some from the old post office location and some of it new, the move to the new office came in November 1958. It was the main post office. The downtown office remained as a station to

serve downtown businesses.

Within a few years after moving into the new office, one of the most important new procedures in postal history came into operation. It was the Zone Improvement Program, better known as the ZIP Code program. This assigned every delivery area in the 50 states a 5-digit identification code number. Distribution of all mail was then done by sorting to the ZIP Code numbers. The first sorting was to the first three numbers of the Code. Each central distribution area in the nation was designated as a sectional center, and one of these 3-digit codes was assigned to it. Upon arrival of the mail at these centers, final distribution was made to the 5-digit code which identified every town and city in the nation. A system of star routes was then organized to transport mail to every city.

Routes organized at Idaho Falls served eastern Idaho to the northwest north and northeast of the sectional center here in Idaho Falls. To the northwest Salmon was the terminal point with offices at Lewisville, Menan, Roberts, Hamer, Terreton, Montevieu, Leadore, and Lemhi being second enroute. To the north Ashton was the terminal with Ucon, Rigby, Lorenzo, Thornton, Rexburg, Sugar City, St. Anthony, Chester being intermediate offices. To the northeast Alpine, Wyoming, was the terminal point. Offices served enroute were Iona, Ririe, Swan Valley, Irwin, and Palisades. At terminal points, the star route carriers picked up mail from connecting routes. A route also went east from Rexburg via Sugar City to Teton City, Newdale, Tetonia, Driggs, and Victor, making connections with a star route from Jackson, Wyoming. The Island Park area was served out of Ashton.

As this new ZIP Coding system, which began in 1963, became more widely used, sophisticated sorting machinery was used to replace the old manual or hand sorting procedures. This new sorting system was a great step forward in the processing of the billions of pieces of mail generated in the United States. More mail is generated and processed in the States than all other countries of the world. During this period when all these improvements began, George L. Crapo was the postmaster, having replaced Parley Rigby, who retired in November 1959, after serving 25 years. Crapo was postmaster until November 1969, serving

almost 10 years. Monte A. Mason was the next postmaster. He served from November 1969 to April 1, 1984.

In November 1971 the Post Office Department was changed from a cabinet post to a semi-government operation with the title of U. S. Postal Service. It was mandated to pay its own way through its own revenue by 1984. Idaho Falls had now grown to about 42,000 population. The city was served by 32 carrier routes and 10 rural routes. The city carriers each have their own vehicle and deliver all mail to the homes of their routes. Since Mason's retirement the Idaho Falls office has been managed by Melvin Kuykendall. During his term, the downtown station was moved to a new location at Memorial Drive and "F" Street. The Federal Building was sold to a city realtor who has converted it to office space.

Fifty years ago postal employees were paid 65 cents an hour as substitute employees, and the top salary for regular employees was \$2,100 a year. Now employment with the Postal Service pays well.

Submitter: Monte A. Mason, former Postmaster

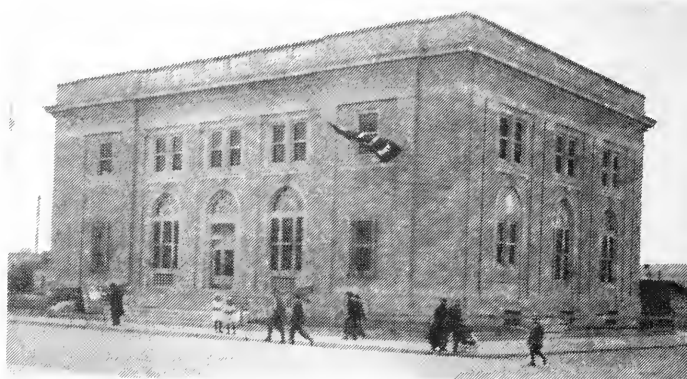
Sources: "Origin and History of U. S. Mail Service in the Idaho Falls Area," by Monte A. Mason, June 25, 1991; Personal knowledge, past articles from the Post Register, records on file at the Idaho Falls Post Office, and files at the Bonneville Museum.



Anderson Brothers bank, store and post office



Post Office interior



Federal Building



Bonneville County Courthouse



Laying cornerstone for Federal Building, 1914

IDAHO FALLS HISTORIC PRESERVATION

BONNEVILLE COUNTY HISTORICAL SOCIETY

The beginnings of Bonneville County Historical Society go back to the seventies when just a hope existed in the minds of historians. After being on the board of the Upper Snake River Valley Historical Society, headquartered in Rexburg, Quincy Jensen, Linden Bateman and Doris Backstrom began to develop plans for a society in Bonneville County.

A historical society could receive county money as authorized in the Idaho Code 31-864 through the yearly budget and could begin the framework for a historical society. First, the society needed to obtain members, elect officers, write a constitution with by-laws, and begin.

So they did. The Post-Register dated February 5, 1975, tells the information. Doris Backstrom was elected the first president with Linden Bateman as vice president. Eleanore Mobley became the treasurer and Paula Heindel, Secretary. Simon Martin, a local attorney, was instrumental in obtaining the Articles of Incorporation from the State of Idaho, and in August of 1975 the society received their non-profit corporation status. The society was now official. It could accept gifts, obtain membership, and expand.

Participation on field trips, honoring of families, and in the meetings grew. Early meetings were held in the Skyline High School library, then the Bonneville County Courthouse, and then finally to its home in the old Carnegie library on Elm Street.

The museum itself went through an evolution. At first the historical society was mainly interested in field trips, oral histories, honoring a Bonneville County family, entering the July 4th parade and in gaining membership. Then the society began to receive donations of items of historical significance to the county. How was the society going to preserve its artifacts and archival material? And so began the process of building displays, cataloging the material, developing contractual forms, and developing a

mini-museum. A room in the Bonneville County courthouse became the first museum. Linden Bateman was responsible for the displays and others in the society began to find historical material for the displays.

Soon one room was not enough and the displays were moved out into the hall, then upstairs into the hall. The artifacts needed a permanent home.

The Bonneville County Commissioners were very gracious from the beginning of the historical society. Later, Wylie Snarr, County Commissioner, served on the Board of Directors.

Many people became involved in the process. Quincy Jensen, the resident photographer, took photographs. June Oler, president for five terms, brought more ideas into the society with implementation close behind. She conducted an "annual pilgrimage" to the old Carnegie library building to study the feasibility of its use as a museum. Eleanore Mobley kept track of the financial concerns of the society.

When John Weida was president, the opportunity came to move into the old library. Mayor Tom Campbell and the city council extended their support to the society from the beginning in the restoration of the old library. Many people from the community and community organizations, trade unions, and church groups helped open the museum. Behind the scene activities were under the leadership of Bernice McCowin, Lois and Ray Nickum, Nic Backstrom, John Weida, Linden Bateman and many others. The bronze plaque in the library has listed only a few.

The museum opened in 1985. Project director for Eagle Rock U.S.A., which opened downstairs in 1989, was Robert Bates, with Lois Nickum, Museum Chairman, designing the interiors. The project was completed as a "lasting legacy" for Idaho's 1990 Centennial.

Submitter: Doris Backstrom

Sources: Scrapbook in Museum, Charter on wall in office, Minutes of meetings.

IDAHO FALLS HISTORIC PRESERVATION COMMISSION

Historic Places

National Register of Historic Places nominations are located at Idaho State Historical Society, Boise. A description of the architecture of each building in connection with the nominated Downtown Multiple Resource Area, was prepared by Don Szymansky and Jennifer Eastman Attebery, architectural historians for the Idaho State Historical Society. It is on file, along with the following **description** of the city:

The city of Idaho Falls lies at an elevation of 4,707 feet in the upper Snake River Valley in Bonneville County. Located in the middle of extensive irrigated farmland, Idaho Falls is the economic, governmental, and cultural center for the county and much of the surrounding area. Idaho Falls was established as a crossroads for trade and travel. Its location on major transportation routes to the north and east makes the town a gateway to both Yellowstone and Grand Teton national parks. Across the Snake River to the west are the lava beds of the Snake River plain and the Idaho National Engineering Laboratory site. To the south, Interstate 15 connects Idaho Falls with Blackfoot, Pocatello, and finally Salt Lake City, to which Idaho Falls owes much of its early development.

*The Idaho Falls **Downtown** multiple resource area, roughly bounded by Yellowstone Avenue and the railroad tracks on the southeast, Memorial Avenue and the Snake River on the northwest, F Street on the northeast, and Market Street on the south, makes up the current central business district of Idaho Falls [1972]. One building, the Idaho Falls Public Library, lies just outside these general boundaries. This building acts as a terminus for a major boulevard running from the Snake River down through the business district and is visually connected with the business district.*

*The **earliest business district** of Idaho Falls, then known as Eagle Rock, grew up during the 1880s along Eagle Rock Street just to the southwest of the multiple resource area. Early business buildings were frame or log, fronting on board sidewalks and dirt streets. These buildings were replaced around the turn of the century with brick and stone commercial buildings, still fronting on boardwalk and dirt streets. At the same time, the business district began to grow north-and east ward, eventually forming a twenty-block area of dense commercial development. Within the period covered by this nomination [1894-1940], the commercial area*

gained paved streets and concrete sidewalks. No buildings from the original section of the business district along Eagle Rock Street survive.

Historic Buildings

Date constructed

IDAHO FALLS CITY BUILDING

308 W. C St.

1930

The City Building was one of many city improvements made in Idaho Falls during an era in which most Idaho towns experienced a lull in building activity. (See City of Idaho Falls, "City Hall.")

BONNEVILLE HOTEL

400 block West C St.

1927

The hotel is one of three early hotels along C Street between the railroad depot and the county courthouse. It represents a conscious effort to provide a luxury hotel for city visitors in a period when Idaho Falls was undergoing rapid growth. (See Tourism: "Hotels," Bonneville Hotel.)

HOTEL IDAHO

482 W. C St.

1917

This was in the C Street hotel neighborhood, near the courthouse, post office and railroad depot. It was built in 1917 by its original owner, Frederick C. Hansen. The southwest portion of the main floor was occupied by Hart-Ellsworth Auto Company, which sold Nash automobiles. The building was purchased in 1944 by Ira R. Taylor, and in 1954 by Ross Gillespie. The hotel closed in 1979 and is now office space.

MONTGOMERY WARD BUILDING

504 Shoup Ave.

1928-29

This building was later purchased by Paul Ahlstrom for a furniture store.

UNDERWOOD HOTEL

343-349 W. C St.

1918

The hotel was built as the Underwood Hotel, Jennie Underwood, proprietor. It is an example of the domestic-related commercial enterprises available to women during the early twentieth century. It represents the range of hotels during the period when trains were a

principal mode of transportation. It later was the Ross Hotel.

KRESS BUILDING

451 No. Park Ave.

1930-32

When S. H. Kress and Company purchased this site, formerly the Fire Department, from the City, the purchase enabled the mayor and city council to proceed to build a new City Hall, housing the fire and police departments.

DOUGLAS-FARR BUILDING

493 N. Capital Ave.

1911-1921

It was the only remaining unaltered example of the one-story commercial buildings common in the late nineteenth and early twentieth century period. It first housed Anthony F. Douglas' auto repair shop and the Farr Candy Company. During the 1930s and 1940s the southern portion of the building was used to publish a regional weekly paper, The Eastern Idaho Farmer, by Aden Hyde and Henry Dworshak.

IDAHO FALLS PUBLIC LIBRARY

No. Yellowstone

1916, 1938-40

The library, now housing the county historical museum, is significant for its association with a group of prominent Idaho Falls women who in 1898 formed the Village Improvement Society and embarked on a crusade to beautify Idaho Falls. Their achievements include establishment of city parks, planting trees along then barren streets, and founding the city's public library. The VIS obtained a grant from the Carnegie Library Foundation in 1905 for the sum of \$10,000. The building was completed in 1916, when the city population was 6,000. By 1938 the population had risen to 15,000 and the building had become inadequate. The city, in conjunction with the Public Works Administration, began a remodeling project to modernize and enlarge the existing structure at a cost of \$70,000.

ROCKY MOUNTAIN BELL BLDG.

246 W. Broadway

c. 1910

The building was used by the phone company until the late 1920s. Around 1930 the building was acquired by the Catholic Church, used as a parish hall, and

named Faber Hall. About 1953 the building was purchased by the local carpenters union and used as a meeting hall and offices by several local labor unions. It was then renamed Labor Temple. When it was damaged by fire in 1990, owner was Francis Sima.

SHANE BUILDING

381 No. Shoup Ave.

1915

Early uses include a grocery, a furniture store, and offices.

FARMERS AND MERCHANTS BANK BLDG.

383 W. A St.

1896-97

The building was remodeled in 1911 and 1921 by the Farmers and Merchants Bank, which had been at the building's corner entrance since about 1907. The remodeled building is associated with the economic growth that occurred in the first decades of the 20th century in Idaho Falls as a response to rapidly increasing agricultural development in the surrounding countryside. Known as Inkleys, it was owned by Idaho Falls School District #91.

HASBROUCK BUILDING

362 Park Ave.

1895

Work on the building began in June 1895. Originally one story with a basement, it first housed Douglass General Merchandise. In April 1900 the building housed a furniture and crockery store. By March 1903, housing a furniture store and the post office, the building had been expanded to the rear about 18 feet. Between 1903 and 1905 it was expanded to two stories, with offices on the second floor. At that time the rear addition was still one story. Beginning in 1907, city directories show the office of Hasbrouck and St. Clair, lawyers, in the building. By 1921 the rear addition was extended to two stories. Herman J. Hasbrouck, a lawyer who moved to Idaho Falls from Nebraska in 1890, was responsible for the original construction. He practiced there until 1915; he also served on the city council and in the state senate.

I.O.O.F. BUILDING

393 N. Park Ave.

c.1909

The building is historically significant for its association with the Idaho Falls lodge of the

I.O.O.F.(Oddfellows). As with other fraternal and secret societies, the lodge was a focal point of cultural activities and listed many of the most prominent residents of the town as members. As early as 1892, the Idaho Falls Times boasts of a thriving local chapter.

BONNEVILLE COUNTY COURTHOUSE

Capital and C 1921
(See separate story, "Courthouse.")

IDAHO FALLS FEDERAL BUILDING

581 No. Park Ave. 1914-16
(See separate story: "Postal Service.")

TRINITY UNITED METHODIST CHURCH

Built in 1916-1917, The Trinity Methodist Church designed by John Visser, is architecturally significant as the best example of the Tudor-Gothic style in Idaho. The church's organ was made by Hillgreen, Lane and Company of Ohio. This early electropneumatic organ has one thousand pipes and was the most pretentious organ of its period in Idaho Falls. (See "Early Churches.")

FIRST PRESBYTERIAN CHURCH

The First Presbyterian Church is architecturally significant in being a good example of the Neo-classical revival style. The dome and Ionic portico are impressive by Idaho's standards. The columns were reportedly the largest single pieces of stone removed from the Boise quarries. The landscaping further enhances the building's effect.

This is the only building in Idaho designed by J. C. Fulton. This Uniontown, Pennsylvania, architect specialized in churches, and this plan was an almost exact duplicate of a church he designed in his hometown. (See "Early Churches.")

Room, and copies of summaries prepared by the editor are available at cost.

CONSTRUCTION DATE

EARLY OWNER

D. F. Richards
426 Ash Street1939

Nephi Dahlstrom
421 H Street1908-1910

James Gordon
272 Hill Street.....c. 1900

P. B. VanBlaricom
315 Walnut Street.....1896-97/1910

Herman J. Hasbrouck
309 No. Placer Ave.1906-07

A. D. Morrison
258 Walnut St.....1896

Bowen and Kate Curley
288 Maple.....1898-1900

Marquis L. McKee
409 No. Water1899

A. G. (George) Changnon
313 No. Waterc. 1896

M. E. Dalton
1450 Idaho Street1919

Early Stone Residences

The following nominations for the National Register of Historic Places were prepared and submitted by Renee' Magee of the city's Historic Preservation Commission, and copies are filed with the Idaho State Historical Society, Boise. Nominations and summaries of nominations, giving descriptions and histories, are on file at the Bonneville Museum's Reading and Reference

Early History. The town of Eagle Rock grew at the site of a toll bridge over the Snake River that was constructed by J. M. Taylor in 1864 and 1865. The gold rush to Idaho and Montana had resulted in an increase in the number of people needing to cross the river, and the junction of a Salt Lake-Montana road with a westbound connector to the Lander Road and the Oregon Trail became a natural location for a trading settlement. The rapid expansion of commercial ventures in the town after rail service arrived in 1879 and the location there of Utah Northern Railroad shops in 1880 allowed the town's population to stabilize and grow. The relocation of the railroad shops to Pocatello in 1887 resulted in a decrease in population in Idaho Falls, but as irrigated agriculture developed in the area, the town expanded to become the economic and trade center for the surrounding region and a religious center for Mormon settlers in southeast Idaho. In 1891 the town name was changed to Idaho Falls.

While physical development of the Idaho Falls business district was a gradual process, by 1921 the multiple resource area had a full streetscape of brick and stone buildings except in the northeast area of the present [1972] central business district. After 1921 the major building consisted of infill and the redesign of existing buildings. During the previous three decades, frame buildings were replaced, one-story buildings were expanded, and residential and industrial establishments were relocated outside the area and replaced with commercial buildings.

Submitter: Renee Magee, I. F. Assistant Planning Director/Zoning Administrator.

Sources: Inventory sheet for group nominations: Idaho State Historical Society, Boise, Idaho.

Daughters of Utah Pioneers

D.U.P., a historical organization that has established historical markers in the city, was formed in Iona 22 March 1931. Central Camp was formed in Salt Lake City in 1901. Today there is a Bonneville Company composed of ten camps. Membership is open to any woman 18 years or older who is a lineal descendant of the original pioneers who crossed the plains to Utah before the coming of the Railroad in 1869. Purposes are to:

1. Perpetuate names, places, achievements, relics, and settlements of the pioneers who settled this Western Commonwealth.

2. Preserve or restore landmarks with a historical marker. (Early markers were sometimes painted boards, inscribed with history, later replaced by permanent markers.)
3. Preserve relics of pioneer usage. (For about 25 years, until 1991, relics were displayed in the County Courthouse Rotunda, and later in the Idaho Falls Public Library.)
4. Record and preserve all histories of original Pioneers.
5. Suitably commemorate faith, hopes, courage, industry and education.
6. Foster love, honor, patriotism of home, community and country.
7. Create unity and fellowship among all descendants of pioneers and settlers regardless of religion or nationality.

Local Historical Markers and dates erected:

Eagle Rock Meeting House, along river, Memorial Drive. 1958.

Willow Creek settlement, Shelton. 1939 and 1942.

Iona Pioneers. 1941.

Upper Snake River Valley Irrigation, east bank of river, 1963.

Five counties participated: Bonneville, Jefferson, Madison, Teton, and Gallatin District. Elder Ezra Taft Benson dedicated the unveiling, which was covered with a blanket from Brigham Young. Elaine Lingren painted the pictures.

Ammon Settlement. 1951

Coltman Ward. 1956 (Plaque is now inside the Church.)

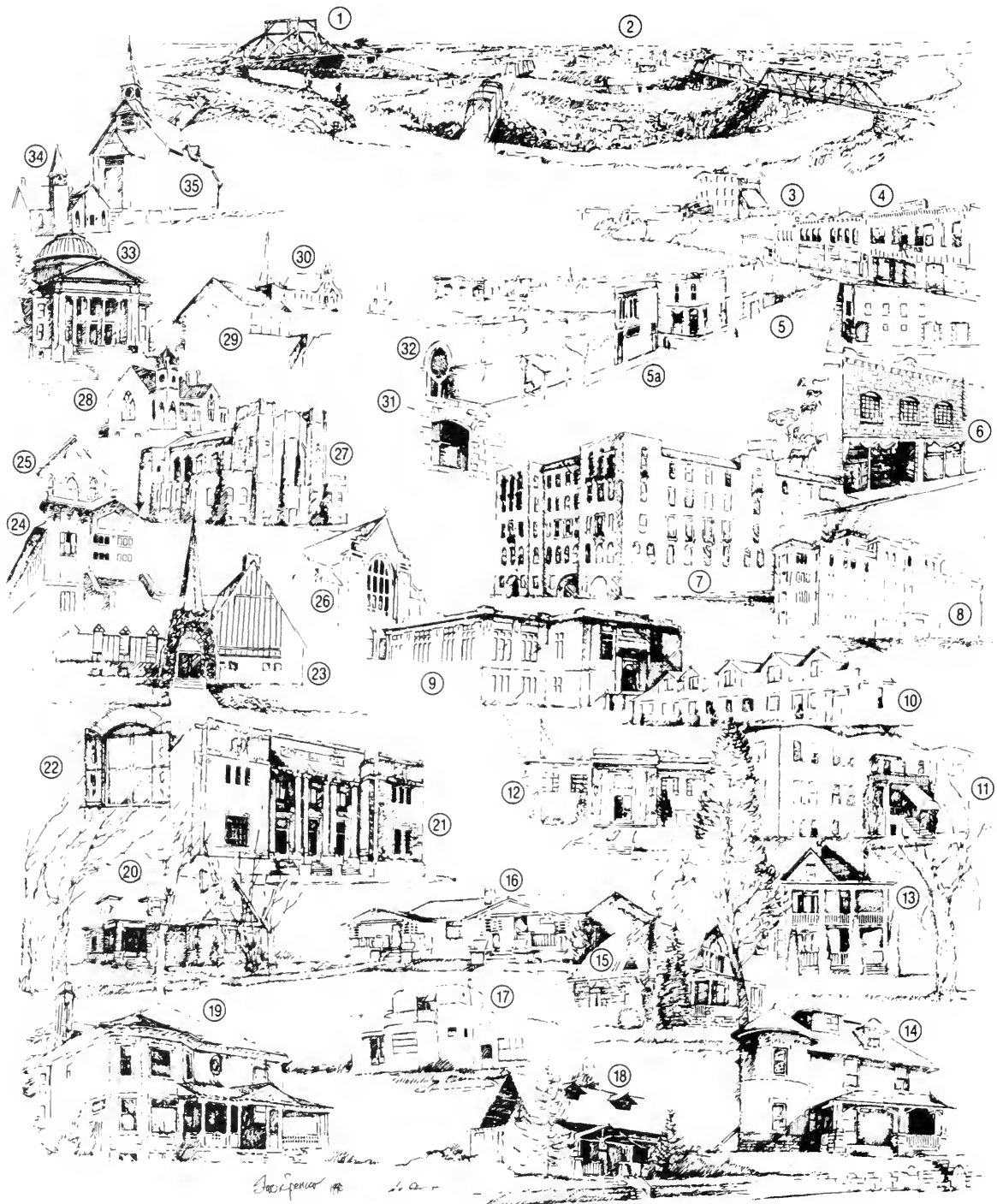
Snake River Toll Bridge, west bank of Snake River. 1958.

Highland Park, in honor of John Lingren. 1963

Submitter: Virginia Smith

Sources: Bonneville Museum — files and scrapbooks.

KEY TO BUILDINGS AND BUILDING DETAILS



1. In the 1860's, freighters, packers, and prospectors traveling from Salt Lake City to northern gold mines needed a crossing on the Snake River. In response to this market, **Matt Taylor's toll bridge** was erected in 1864-65 at the location now known as Sportsmen's Island Park.

2. **Idaho Falls** as it looked around 1890. The railroad bridge is shown on the right and the steel bridge which replaced the Taylor toll bridge is at the left.

3. The **first flour mill** was operated by Gilbert G. Wright on the west bank of the Snake River near the railroad bridge.

4. **Eagle Rock** block, the first commercial area of Idaho Falls, as it looked about 1906. Four buildings on Eagle Rock block were listed on the National Register of Historic Places.

5. **Broadway Avenue** as it looked in 1903. The view is looking east from Capital Avenue to Park Avenue. The three buildings at the intersection of Park and Broadway still remain, although facades of two have been altered. The building at 301 Park (5A) was an ornate Romanesque Revival style with arched windows.

6. The **Hasbrouck Building**, Park Avenue, was constructed of lava rock with a rusticated stone facade in 1895 for Herman J. Hasbrouck, an attorney. This remaining example of Idaho Falls' early stone masonry commercial buildings is listed on the National Register.

7. The **Bonneville Hotel** on Constitution Way was built in 1927 by the Idaho Falls Community Hotel Corporation, a group of 421 local citizens spurred by the Chamber of Commerce and created to bring a first class hotel with convention facilities to Idaho Falls. This example of Spanish Colonial Revival style is listed on the National Register.

8. The **Hospital of the Church of Jesus Christ of Latter-Day Saints** was completed on Memorial Drive in Second Renaissance Revival Style in 1923.

9. The **Bonneville County Courthouse** was built in 1921. This example of Neoclassical public architecture is listed on the National Register.

10. In 1921, **Dr. H. D. Spencer** moved his hospital from his home to this building at 789 South Boulevard. In 1942, the Franciscan Sisters of Perpetual Adoration acquired the hospital, and it became known as the Sacred Heart Hospital until 1949.

11. Another **one of Idaho Falls' early hospitals**, this building at 1398 Idaho Street was built in 1915. Its design was influenced by the Second Renaissance Revival style.

12. The **Bonneville County Museum**, the former public library, was originally built in 1916 in the Neoclassical style. When remodeled in 1938, under the Public Works Administration program, entrances of Art Deco design were added.

13. In 1910, Dr. S. Fuller operated a hospital in his home at **101 Placer Avenue**. The home has two story columns, a front veranda, and a ballroom on the third floor.

14. This home at **288 North Ridge Avenue** was built by Minnie Hitt, an early banker in Idaho Falls. She began her banking career in Anderson Brothers Bank at the age of 17, and continued banking for sixty years.

15. Herman J. Hasbrouck had this Colonial Revival stone house built by Dan Sweeney, a local contractor, in 1906. It is located at **309 North Placer Avenue**.

16. **Craftsman style** with its low-pitched gable roofs, unenclosed eaves, partial-width porches, and extensive use of

wood was the dominant style for smaller homes from 1905 until the early 1920's. This example is at 247 Cedar Avenue.

17. **Art Moderne** or streamline modernistic homes were built in the late 1920's to 1940. This style was influenced by industrial design for ships, airplanes, and automobiles, and is characterized by round windows, curved porches, and smooth stucco wall surfaces. This example at the intersection of 19th and Fife Streets was built by Lafe and Lillian Baker.

18. When Frank Sheppard, a building contractor, vacationed in California at the turn of the century, he was strongly influenced by the work of the California architects Charles and Henry Greene, originators of the Craftsman style. This bungalow was built by Sheppard at **197 Placer** in 1905.

19. Gilbert G. Wright, a local businessman, built this impressive home at **371 North Ridge** in 1909. He adorned his home with Classical detailing, including Ionic columns.

20. This home at **288 Maple** was constructed in 1899 by Kate and Bowen Curley, owners of the American National Bank. The north and east facade are constructed of cut stone, and the south and west facade are built with lava rock.

21. There are few examples of the Beaux Arts tradition in architecture in Idaho. The **Idaho Falls City Building** is one of those few and is listed on the National Register.

22. This window is from the home at **315 Walnut**, one of the earliest homes built east of the railroad tracks. It was probably built by P. B. VanBlaricom, a French Canadian and harness maker, in the mid-1890's.

23. The **Fourth Ward of the Church of Jesus Christ of Latter-Day Saints**, a Tudor-style building located at 1460 Idaho Street, was built in the early 1920's.

24. The **Latter-Day Saints North Idaho Stake Tabernacle** was built in 1912 at E and Capital Streets at the site of the present Deseret Industries.

25. The original **LDS First Ward Chapel** was a rock structure built in 1896 on Park Avenue at E Street.

26. The **Holy Rosary Catholic Church**, located at 9th and Lee Streets, was dedicated in 1949.

27. The **Trinity Methodist Church** at 237 North Water Street was built in 1916-17 in Tudor Gothic style and is listed on the National Register of Historic Places.

28. The original **Trinity Methodist Church** was also located at Elm and North Water.

29. **St. John's Episcopal Church**, a frame building, was constructed in 1909 at 270 North Placer Avenue.

30. The original **Episcopal Church** was built on the northeast corner of A and Park Streets.

31. A window of the building at **339-351 Broadway Avenue**. The original stone facade has been covered.

32. The original central window of the **I.O.O.F. Building** at the corner of Park Avenue and A Street. This Romanesque Revival style building is one of the fourteen privately owned buildings in Idaho Falls listed on the National Register.

33. The **First Presbyterian Church**, an example of Neoclassical style, was listed on the National Register in 1977. It is located at 325 Elm Street.

34. The first **Presbyterian Church** was built on the southeast corner of Shoup Avenue and A Street.

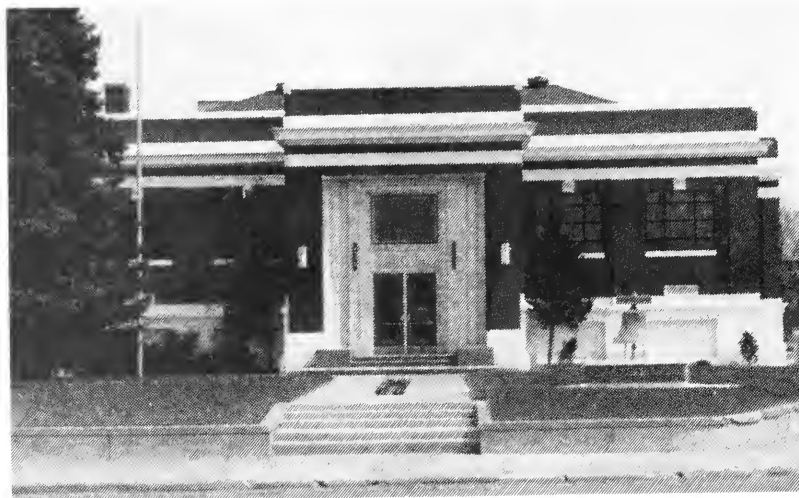
35. The **First Baptist Church** was built in 1884 at the corner of Ash Street and Eastern Avenue.



Historical Society, upstairs, courthouse
In 1980s the museum was moved to the former library.



Monument to irrigation, erected by Daughters of Utah Pioneers.
(Elaine Lingren, artist)



Bonneville Museum with bell from fire department in front

CHAPTER 10

SCHOOLS

Charles Swipe taught school in a railroad car at Eagle Rock during the early months of 1879. His pupils were from the families who traveled with the Utah and Northern Railroad workers. The bridge-building crew numbered seventy-five men, and there was a long stay at Eagle Rock until the bridge over Snake River was completed in June, 1879. (Edith Lovell)

In a century Idaho Falls has expanded from one Central School to many schools. School District #9, Oneida County, first included nearly all the Snake River Valley north of Franklin. In 1991 about 18 elementary and five secondary schools operated in Idaho Falls School District 91; in addition many city students live within the Bonneville School District 93, and attend one of its 10 elementary and three secondary schools. We also have several parochial schools.

School Districts. Idaho Falls Independent School District No. 1 was formed in 1894. The first graduation of Idaho Falls High School and the earliest in Upper Snake River Valley was 1899. Bonneville County also had a superintendent and school district with about 30 small rural schools. In 1948 School District #91 was created and I. F. #1 discontinued. District 91 included Idaho Falls and certain rural areas, particularly to the south. In 1950 Joint School District 93, Bonneville, was created by consolidation of ten local school districts: Buck, Milo, Crowley, Fairview, St. Leon, Colman, Ucon, Lincoln, Iona and Ammon. It was reorganized with Louis Wolz, first superintendent, succeeded by Charles Clark. Bonneville High School was built in 1956. Many students residing in Idaho Falls, particularly in the east parts, attend school in District 93 at Falls Valley and Tiebreaker elementary schools, South Bonneville Jr. High, and the high school.

Higher education in Idaho Falls has been available in spite of not having a college. For example in the R. L. Polk Directory for the city, 1914-1915, 38 residents were occupied as students at Gem State Business College. E. R. Underhill was president of the college

located on the top floor of a building on the corner of Park Avenue and B. Eastern Idaho Technical College developed from Eastern Idaho Vocational Technical School. In the Chronology (Appendix 2), we list several events relative to obtaining a college here. (See also INTERSEC). In 1991 there was a major endeavor rejected by the taxpayers to establish a community college in the city.

Two retired teachers, Josephine Snell and Dora Gale have prepared a brief chronological history of the schools, which follows. In addition, a short history of the schools for developmentally disabled is included. Some of the early schools are also pictured.

For more information, see history of schools by Harold Forbush, which is soon to be published. See also Grace Ritchie, The Way We Were, 1976, a project of the Idaho Falls Chapter of Retired Teachers.

Schools 1882-1991 Chronology

- 1882 Rebecca Mitchell started a school in an abandoned saloon in Eagle Rock. She used it also as living quarters and on Sunday, a Sunday School. She went from there to Reesor House.
- 1882 In April, Eagle Rock's School District was formed by petition and named School District #9, Oneida County. It included practically all of the Upper Snake River Valley.
- 1882 In December, a one room school was built south of what is now known as Bonneville Museum on Eastern Avenue and Elm Street.
- 1884 The town was platted this year and found the one room school building to be located in the middle of Elm Street.
Ground embracing Elm Street, Walnut Street, Water Avenue and Ridge Avenue was purchased and the building was moved to this site and another room added. It became known as Central School.

- 1888 C. E. Arney became acting Superintendent of the new school system and school records were first kept this year.
- 1892 A new Central School was built of brick with eight rooms. The door opening faced out on Water Avenue.
- 1894 The first independent school district of this area was formed and a high school was established.
- 1895 A school was founded in New Sweden area and was held in the Swedish Mission Church about 3/4 mile south of the present New Sweden School building.
- 1896 Public school was held in the Swedish Mission Church until 1901 when a one-room school building was built.
- 1899 York School was established in 1899 as a one room building and later another room was added. In 1938 the present brick building was built. It closed in 1970 as a public school and was used for Special Education classes and then became a school for migrant children.
- 1903 A two-story annex was built on the south side of the original Central School, the main entrance still on Water Avenue. This building housed all twelve grades.
- 1907 Benjamin Crandall assumed the position of first Superintendent of Central School at Idaho Falls, 1907-1916.
- 1908 Riverside School, 1351 Idaho Street, was started with four rooms being used. One outside latrine was built. Girls used it the first five minutes of recess and the boys the second five minutes.
- 1911 Riverside School, a two story building, was dedicated. It functioned as a school until it was destroyed by fire in 1967.
- 1911 Payne Siding School, about four miles north of Idaho Falls west of the river, was built to house the smaller children. It had proven too far to ride in a horse drawn vehicle to attend Riverside School. It was closed in 1924. It is still standing and used as a farmer's granary.
- 1911 In February, Eastside School, 324 East 14th Street, a two story, eight room stone building was dedicated. It was closed in 1967 and torn down about six years later. It was this year that Bonneville County came into being.
- 1912 Dewey School, in District #34, about five miles south of the town on what is known as York-Hitt Road, was built in the early 1900's. The first eighth graders graduated in 1912. It was a one room brick building and another room was added on in 1927. It was closed in 1957 and because of "fee title" was torn down and in 1959 land reverted back to land owners.
- 1913 Eagle Rock Elementary School, located on South Chamberlain Avenue was built and dedicated November 1913. It was closed in the fall of 1961. It was reopened in 1962-1963 with four picked teachers, trying out several new ideas with the overpopulated fifth grade area. The children were bussed in and the next year transferred to the new Bunker School. Eagle Rock Elementary was also for Special Education and was torn down in 1972 and ground bought by the Dairymen's Association.
- 1914 Washington School was located just north of the "Country Club Golf Course" on Canyon and St. Clair road. A one room log cabin was built on a corner lot in the early 1900's. A small white frame one room school was built in 1910 and replaced in 1914 by the brick building. This school had a teacherage (a residence for the teacher). It closed in 1958 and as it was a "fee title", was torn down in 1959 and land returned to the owners.
- 1915 Idaho Falls High School was built on 7th and Blvd. It was finished in 1916. It was the high school from 1916 until 1952. From 1952 through 1973, Central housed various groups of students.
- 1952-1962 Central Intermediate with 5th and 6th graders.
- 1962-1964 Central Jr. High, housing 6th, 7th, 8th and 9th graders.
- 1964-1966 Housed 10th graders or sophomores.
- 1966-1973 Housed 7th, 8th, and 9th graders and known as Central Jr. High.
- On April 24, 1973, it caught fire and burned.
- 1917 Superintendent Theodore B. Shank was hired, 1917-1919.

- 1919 Raymond H. Snyder became Superintendent. He remained Superintendent until 1933 when he left to become president of Albion State Normal School.
- 1920 Emerson, built and dedicated February 16, 1920. Later became known as the "little building." An odd thing happened when this school opened its doors. Attendance was by invitation! I imagine this was later changed.
- 1921 In the earlier 1900's a one room school was brought in by Utah-Idaho Sugar Company. (This company owned all the land in that area for raising of sugar beets.) In 1921 a one room school was built on what is now Osgood and Payne Road. A new brick building was built in 1928. In 1943, grades one through six remained there and the rest came into Idaho Falls.
- 1927 New Sweden brick building was constructed and was known as one of the most permanent school buildings in Idaho.
- 1930 The south part of O. E. Bell Jr. High was built on Ridge Avenue. This was the ground where the Central School was located.
- 1930 The second building, Emerson, a two story brick building was constructed, located at 335 5th Street. The two buildings joined to one school in 1946.
- 1933 Mr. LeRoy Bean completed Raymond Snyder's term as superintendent, 1933-1934.
- 1934 W.W. Christensen became Superintendent, 1934-1952.
- 1937 Hawthorne Elementary was dedicated November 11, 1937, located at 520 South Boulevard. In 1958, four classrooms, a multi-purpose room, kitchen, teacher's work room and store room were added.
- 1948 Idaho Falls School District 91 was created. (In 1950 Bonneville School District was consolidated and reorganize into School District 93).
- 1950 1950-1954 the old Log Hut at Highland Park was used for elementary classes in connection with Riverside School.
- 1952 Clair E. Gale became Superintendent in 1952-1958. Superintendent Gale passed away in 1958 and William Ward, Assistant Superintendent completed his term.
- 1952 The new Idaho Falls High School was opened on Holmes and John Adams Parkway. The City of Idaho Falls built the Civic Auditorium adjoining the school to be enjoyed by all.
- 1954 Whittier Elementary School, 380 West Anderson was built and opened in September 1954. The name was changed to A. H. Bush in 1968. In 1959 the first addition was added, the second in 1976 and the third in 1986.
- 1955 Linden Park Elementary, 1455 9th Street, was opened September 1955, first addition in 1957 and second a library in 1973.
- 1955 Bel Aire Elementary, 850 Cleveland, was opened September 1955. In 1968 the name was changed to Dora Erickson Elementary. First addition was added in 1959 and the second in 1976.
- 1957 Longfellow Elementary at 2500 South Higbee, was completed October 1957, first addition in 1969 and the second addition in 1988.
- 1958 Edgmont Gardens Elementary, 1240 Azalea Drive, was completed in October 1958, the first addition in 1966. Later a library and trailer were added.
- 1958 Superintendent John Tucker was hired, 1958-1962.
- 1958 Templeview Elementary, 1500 Scorpius Drive, was opened in September 1958. Classrooms were added in 1989.
- 1962 Clair E. Gale Jr. High, 955 Garfield, opened January 1962. No additions to the building.
- 1962 John I. Orr became Superintendent, 1962-1964.
- 1963 Theresa Bunker, 1385 E. 16th Street, opened in September 1963, and was dedicated November 1963. In 1969 three classrooms were added on the north end. Later these two rooms were used for Special Ed. children.
- 1964 Superintendent Robert Shreve was hired, 1964-1966.
- 1965 Ethel Boyce Elementary School, 1875 Brentwood, was opened in September. First addition of three classroom stations were added in 1970.

- 1966 Jay Casper became Superintendent, 1966-1977.
- 1968 Skyline High School, 1767 Blue Sky Drive, opened in September 1968. The first addition, a gym, was added in 1991 to be finished in 1992.
- 1976 Eagle Rock Jr. High opened September 1976 at 2020 Pancheri Drive. A trailer was added in 1990.
- 1977 Dr. James Parsley became Superintendent, 1977-1980.
- 1979 Westside Elementary opened September 1979, at 2680 Newman Drive. The first addition was added in 1988.
- 1980 Jerry Jacobson became Superintendent in 1980 and is still in that capacity at this date.
- 1991 Sunnyside Elementary and Taylorview Junior High were added on the southeast side of the city, and Fox Hollow Elementary on the west.

Time line compiled and submitted by Dora Gale and Josephine Snell, retired teachers.

Material taken from "Historical Committee of School District #91", Eva Stanger and Mildred Rushton teachers, Joe Marker, the Post Register and Warren Bybee, photographer. Some material gathered other places: news of Washington School by Jane Curnett, whose father, Abe Beasley, came on the School Board when Washington School came into Idaho Falls; Leland Lott for news of Dewey School. Editorial consultants, Edith Lovell and Harold Forbush.

Schools for Developmentally Disabled

Sage Creek School for Retarded Children

Antecedent to the Child Development Center was the Sage Creek School for Retarded Children, renamed St. Leon Opportunity School.

Etta Lee, school nurse, wrote: "With the physical, financial and emotional help of many people, the Sage Creek School opened its doors to a few mentally handicapped children, March 6, 1950. This was the first such school in Idaho, and one of the first west of the Mississippi River. With the encouraging words from Dr. J. O. Cromwell, Supt. of State Hospital South, "You can do it. We'll help," the interested, hopeful group forged ahead. After proving themselves, the school qualified for state school funds, moved to a larger St.

Leon School and was renamed 'St. Leon Opportunity School.'"

By 1958 Idaho had 27 special schools, and in 1960-61 special needs children were integrated within the regular school system.

Submitter: Mary Jane Fritzen

Sources: Mae Tomblison, "The Sage Creek School for Retarded Children," in Beautiful Bonneville, p. 90.

Etta Lee.

Child Development Center

Prior to 1965, the only programs that existed for the developmentally disabled (DD) in the Upper Snake River Valley were programs that had been started by concerned parents. They did the teaching themselves. These parents who had started programs included Stella Bell in Rexburg, and Mae Tomblison, St. Leon School in Idaho Falls. The Bonneville Day-Care Training Center was set up; its first board members were Mrs. Russell Swenson (LaRue), Sterling Roberts, Mrs. Max Sargent (Beth), Ivan Burden (I.F. Civitan Club), and an advisory board of 23 members.

In 1965, several parents of children with DD along with other interested people created an organization known as Eastern Idaho Health & Social Services. The purpose of this organization was to raise funds and ensure the construction of a facility that would provide for the education and training of the growing number of handicapped children. The members of this organization were successful in securing a federal grant. This, along with funding from the Idaho Legislature and canvassing door to door throughout the Upper Snake River Valley, funded the construction.

The construction was completed in July 1969 and the doors opened for services to 16 adults and 12 children. By 1972, the Center was inadequate to house the burgeoning number of children needing services. So the Legislature, with assistance from the Division of Vocational Rehabilitation, constructed and provided equipment in the building known as the Development Workshop, Incorporated (DWI). Within a year, it was determined that a sheltered workshop could not operate under a State bureaucracy. The building was leased to the DWI Board of Directors.

The CDC leased St. Leon and York School buildings to provide services to school age DD children between 1971 and 1975, when the

responsibility was transferred to the public schools.

In 1975, the CDC focused more heavily on preschool children and contracting services for adult disabled clients. The preschool population continued to grow until 1989 when Public Law PL99-457 transferred the major responsibility of the 3-5 year old population of children to the public schools and assigned the infant/toddler disabled population to the CDC.

In 1990, the Idaho Falls CDC served 45 children, age 3-5 and 30 children age 0-2, as well as monitoring the programs of 325 adults with disabilities.

Submitter: Elizabeth Straka

Sources: Files of Adult/Child Development Center, Idaho Department of Health and Welfare.



Idaho Falls High School, dedicated 1917 on 7th Street and Boulevard.
It later housed a junior high and middle grades; it was destroyed by fire in 1975.



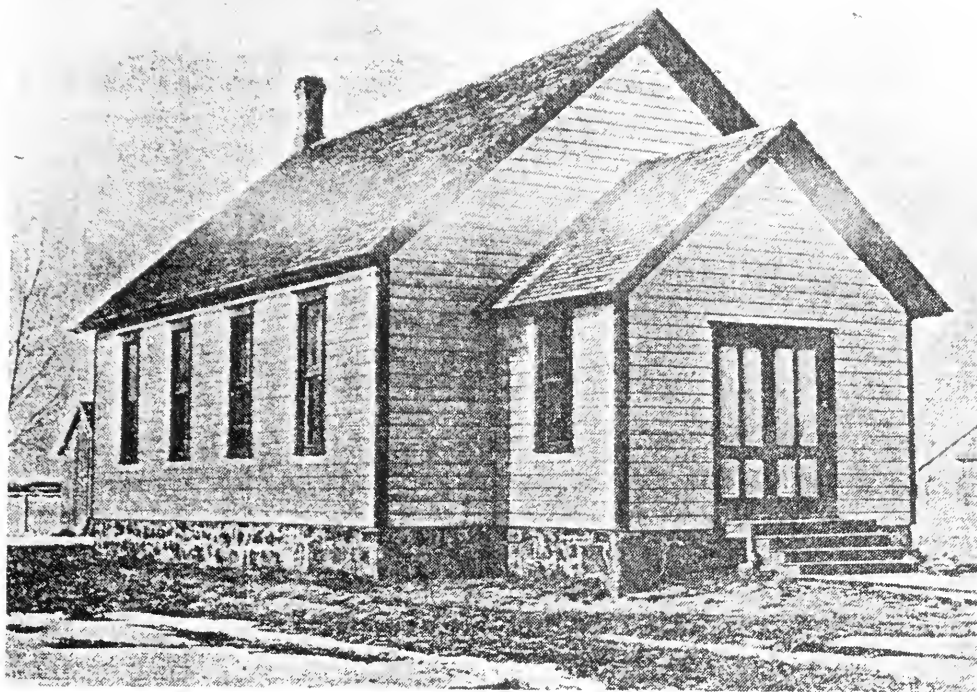
Classes of Holy Rosary School, beside Idaho Falls High School,
after the performance of Snow White and the Seven Dwarfs, 1926.



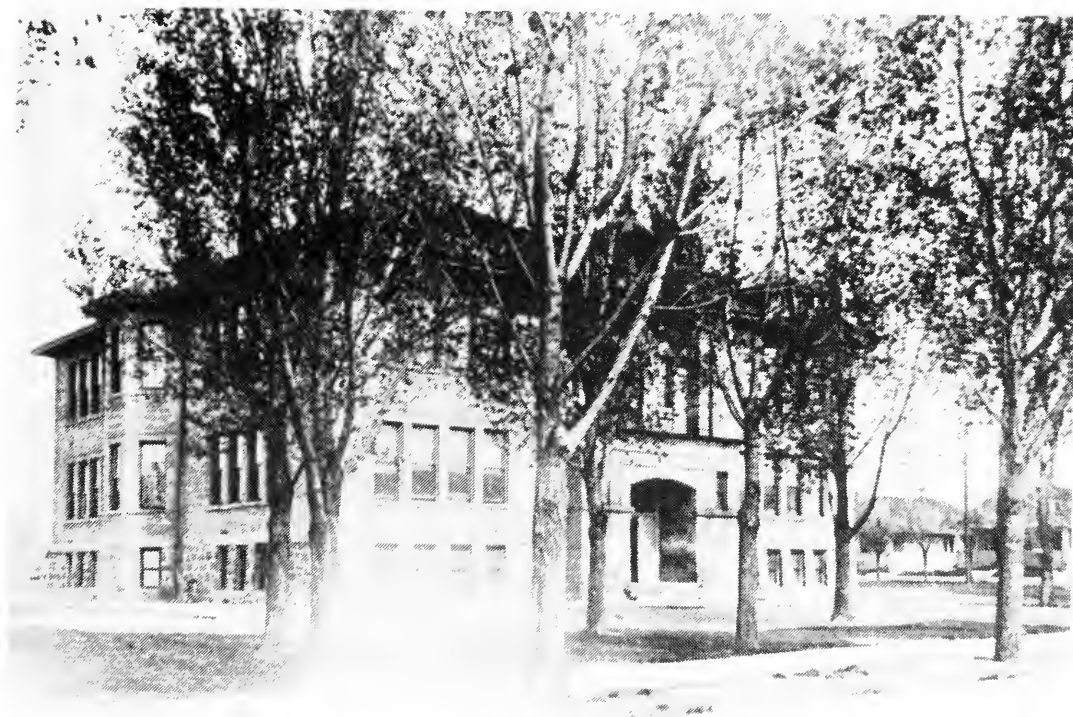
Idaho Falls Public School of Oneida School District 9, Eastern Ave. at Elm, about 1883-84



Central School, built in 1892, Elm and Water. In 1903 a two-story annex was built. It housed grades 1-12.



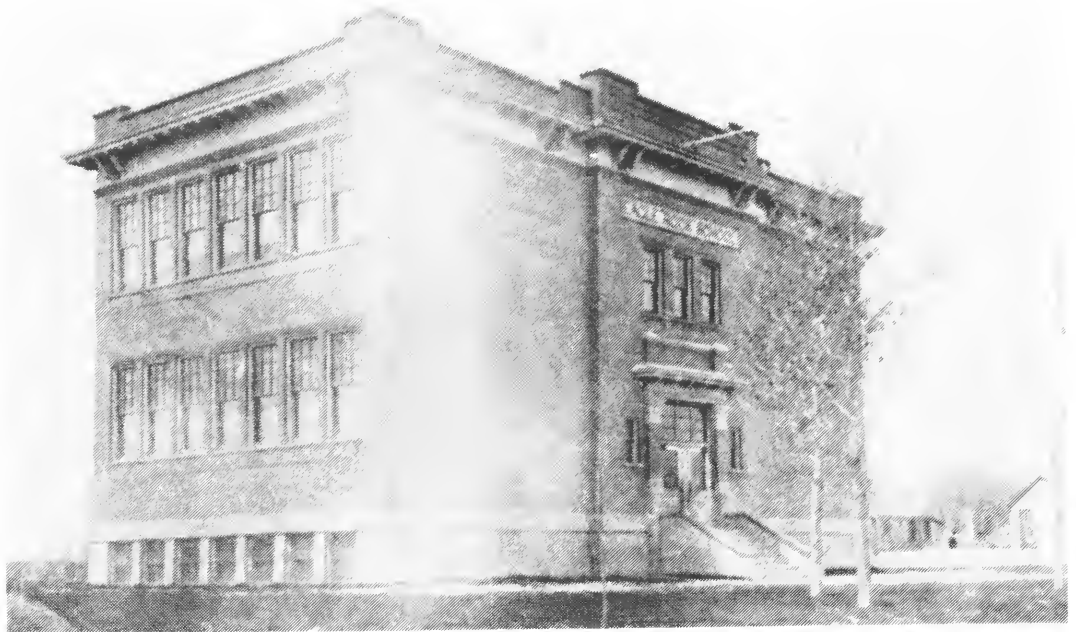
New Sweden Church and Schoolhouse built in 1895



Riverside Elementary, built in 1908, Idaho Ave.



Eastside Elementary, built 1911, East 14th Street



Eagle Rock Elementary, built, 1913, Chamberlain Ave.
It was demolished in 1972.

EARLY FRATERNAL ORGANIZATIONS AND CLUBS

"Obedience to the instincts of fraternalism that prompted the first pioneers in establishing a settlement on the banks of the Snake resulted in the establishment of two lodges in the early days of Eagle Rock. The Masonic lodge and the Independent Order of Odd Fellows were formed in the year 1886 and were the first in the city." (Post-Register 10 Sept. 1934)

On January 11, 1886, a dispensation signed by G. H. Davis, grand master, and James H. Wickersham, grand secretary, granted eleven charter members the right to establish a Masonic lodge in Eagle Rock, Idaho Territory. John G. Anderson was the first master. Meetings were held in the old Tautphaus building on the south side, then on the second floor of the B.C. & M. building on Broadway. The Masonic Temple was built in 1931.

The auxiliary branch, the Order of Eastern Star, was chartered April 12, 1902, with seven charter members of Henrietta chapter.

On October 14, 1886, 33 members were granted a charter to institute Bingham Lodge No. 14, Independent Order of Odd Fellows, with J. H. Davenport as first noble grand. Meetings were held in the old Clark and Fanning building on Broadway and Park Avenue until 1907 or 1908 when the lodge moved into the upper story over the Woolworth building. The charter for the women's organization, Lily Rebekah Lodge No. 33, was granted February 4, 1897.

Odd Fellows still meet in the Odd Fellows Temple on Park and A, 2nd floor, which they built in 1908. They also built a beautiful, large three-story sandstone home in Idaho Falls as a home for widows and orphans, located on Odd Fellows Road (Holmes and E. 17th St.). The cornerstone was laid 30 July 1892. It remained until about the 1940s, but housed only one widow and one orphan.

In 1898 the Village Improvement Society was founded under the leadership of Mrs. Bowen Curley.

Formed for the purpose of uplifting and improving living conditions in the city, the V.I.S. functioned faithfully for almost 20 years, then was dissolved when officers felt the City Council could take over the civic duties. (See also Historic Buildings, Idaho Falls Public Library.)

October 1899. Modern Woodmen of America organized with 14 charter members.

August 1900. Brotherhood of American Yeomen organized a lodge.

November 21, 1903. Fraternal Order of Eagles instituted with 29 members. Met in old Wallenstein building on south side, then on the second floor of a building on Broadway. After the Odd Fellows hall was built in 1907, members of the Eagles met there until the Paramount Theater building was constructed about 1922. At that time the lodge arranged for the use of the second floor.

February 1908. Elks Lodge No. 1087 with 25 charter members established. As part of the first initiation ceremonies, charter members wore Japanese kimonos and carried parasols in a gala parade through town. The Pocatello delegation in charge of the ceremonies traveled to Idaho Falls by special train. The first meetings were held in the Odd Fellows building. For a period the upper floor of the Dowd-Bucklin building was used. In 1928 the Elks erected a building on Shoup Avenue which they occupied until moving to their current location on Elva Street.

September 1908. Royal Neighbors of America established. This was an independent women's organization that supported a home for the aged in Davenport, Iowa.

January 1908. Woodmen of the World organized.

1909. Joe Hooker Post No. 34, Grand Army of Republic organized for Civil War veterans. Disbanded in 1925.

1910. Order of the Moose organized by 21 men.

Membership at one time reached 100 but it had been disbanded by 1934.

1913. Neighbors of Woodcraft organized after a rift developed with Woodmen of the World. Maintained a home for aged members in Riverside, California.

1916. Knights of Columbus. Organization composed of men in the Catholic Church met in B.C. & M. building on Broadway until completion of parish hall.

Knights of Pythias was an organization whose various periods of inactivity and revitalization were part of the early history of the city. In 1926 there were 44 members; G. W. Erwin was the chancellor commander, and there was an auxiliary, the Pythian Sisters, and for boys, the Princes of Syracuse.

Not all of the organizations have survived. The first ones—the Masons and Odd Fellows—established 105 years ago (1886) are still active.

Other surviving organizations include the Eagles who have been here 88 years; the Elks, 83 years; and the Knights of Columbus, 75 years.

The city has many other viable clubs and organizations today, but the above represent those who go back to the early days of Idaho Falls.

Submitter: Margaret Hawkes Lindsley

Sources: Bonneville Museum Reading and Reference Room; Post Register, 10 September 1934, Golden Jubilee Edition; Post Register, 17 Oct. 1986; Floyd W. Hensley, Odd Fellows home. For more information about Kiwanis, Rotary, Lions and other service clubs, consult their club records.

Sportsmen Association

"A sportsmen's paradise—that is the name that hunters and fishermen from over the country have given the territory immediately adjacent to Idaho Falls. Fifty years ago (1884) wild game, including deer, elk and antelope, and fish in various mountain streams were in such abundance that no one even thought of restricted hunting and fishing. . . . For fishing, as an example, there are approximately 2500 miles of excellent streams within a radius of 125 miles of the city." (Post Register, Sept. 10, 1934).

In the early 1900s, the state began taking a hand in protecting wild game and fish. In about 1920 L. M.

Miller conceived the idea for the formation of an association of sportsmen in Idaho Falls. He and George M. Scott, Peder Pedersen, Dr. B. M. Brookfield, Gil Telford, Earl Mains, Lawrence Balster and Bert Harrington got together and formed the Bonneville Sportsmen's association. Mr. Miller was the first president, and Pedersen the second.

The first major project was creating the big game refuge in eastern Bonneville county, in the Targhee and Caribou National forests. The second project was creation of the bird refuge for sage hens in the Osgood section northwest of the city. Next the sportsmen undertook the task of constructing three large concrete fish rearing ponds on the island park just south of the Broadway bridge. Then they developed the island into a beauty spot. They also constructed a holding pen for rearing pheasants just north of Highland Park. They built a cabin in the park.

Another project during the 1930s was designating Market Lakes as a federal migratory bird refuge. From about 1945 until 1970 the Sportsmen held an annual Jamboree in February. Affiliated with state and national wildlife federations, their major purpose for meeting during the 1950s to 1970s was conservation. However, after biologists were hired by the state, the Sportsmen were no longer needed to fulfill this function. Since about 1980 they have been disbanded.

Sportsmen's Park has been renamed Pedersen's Sportsmen's Park in honor of Eddie Pedersen and his father Peder Pedersen. Eddie, an avid Sportsman, became mayor.

Submitter: Mary Jane Fritzen

Sources: Post Register, Golden Jubilee Edition, 10 Sept. 1934.

Interview with Del Miller, a former president, June, 1991.

American Legion Veterans Associations

In February 1919, returned Bonneville County veterans formed the World War Veterans Association of Bonneville County. The American Legion was formed in Paris, France, in March of 1919. In August of 1919, the local association became Bonneville Post 56 of the American Legion.

Since 1921 Bonneville Post 56 has sponsored the

War Bonnet rodeo each summer. Proceeds are used to support the activities of the post, which include:

- Flag education programs in District 91 schools
- American Legion baseball

- Contributions to civic projects such as the Veterans Memorial on Memorial Drive

- Veterans hospitals and care centers

- Boys State

- American Legion oratorical contest, the national winner of which receives a large scholarship

- Graveside services for veterans.

- The American Legion Auxiliary supports Girls State and other civic and community projects from funds received through sale of rodeo programs.

Other veterans associations: Although the Grand Army of the Republic for Civil War veterans disbanded in 1925, other local associations have been developed since: Disabled American Veterans, Veterans of Foreign Wars, Freedom Birds. Local veterans associations use Veteran Memorial Hall on Constitution Way for meetings.

Sources: T. J. Stickley, American Legion Bonneville Post 56
Bonneville Museum files

Boy Scouts

In 1913, 15 boys under the direction of Rev. Mark Rifenbark met in the basement of the Episcopal Church, and were organized into boy scout patrols.

Boy Scouts of America first organized troops in Idaho Falls on January 19, 1921. Two troops are still functioning today that were part of the original charter. Troop #1 was originally sponsored by the LDS First Ward. It is now under the sponsorship of the LDS 6th Ward. Trinity Methodist Church sponsors Troop #6, which traces its charter back to 1921 also. Teton Peaks Council was organized April 4, 1925. The original charters may be seen at the Boy Scout Service Center on 4th Street in Idaho Falls.

"The Scout Executive" of April 1925 reported "New Council," Teton Peaks, Idaho Falls, Idaho. Harold Alvord was hired as the new executive and served until 1936. There was a prize offered for the most suitable name for the Council, which Scoutmaster Vernon Strong won by

submitting the name "Teton Peaks Council."

In February 1936 Vernon L. Strong became the Scout Executive. In 1961, Lawrence J. Berrett became Scout executive, followed by John D. Warnick, Robert R. Parker, K. Hart Bullock, Rees A. Falkner and in October 1986, Scott Johnson.

In 1936 a campsite was selected for a permanent summer camp for scouts. A Scout leader's uniform was offered to the scouter who would submit the most appropriate name for the camp. Randall Anderson submitted the name, "Treasure Mountain, Camp of the Tetons." The lodge was started May 15, 1940 and completed the summer of 1941. It was built entirely by scouts and scouters while attending camp.

The Teton Peaks Council under the direction of Russell Holm built the present Scout Service Center at 574-4th Street, and moved the council into it on May 1, 1959. It was dedicated in 1960, with Dr. P. Blair Ellsworth as Council President.

On April 10, 1972 the Teton Peaks Council purchased 80 acres of land in the Island Park area for a new Scout Camp. In July 1981, an additional 80 acres was purchased from the Bureau of Land Management, bringing the Island Park Scout Camp to a total of 160 acres of usable camping ground, which is under patent to the Boy Scout Council. Thanks to donations or leases from the Norman Krupp family, the Bureau of Land Management, and the Roscoe Grover family, the Council now has facilities to serve its full scouting family. Scout Hollow—8 to 11 year olds, Island Park and Treasure Mountain—12-13 year olds, and Salmon River High Adventure for 14-18 year olds.

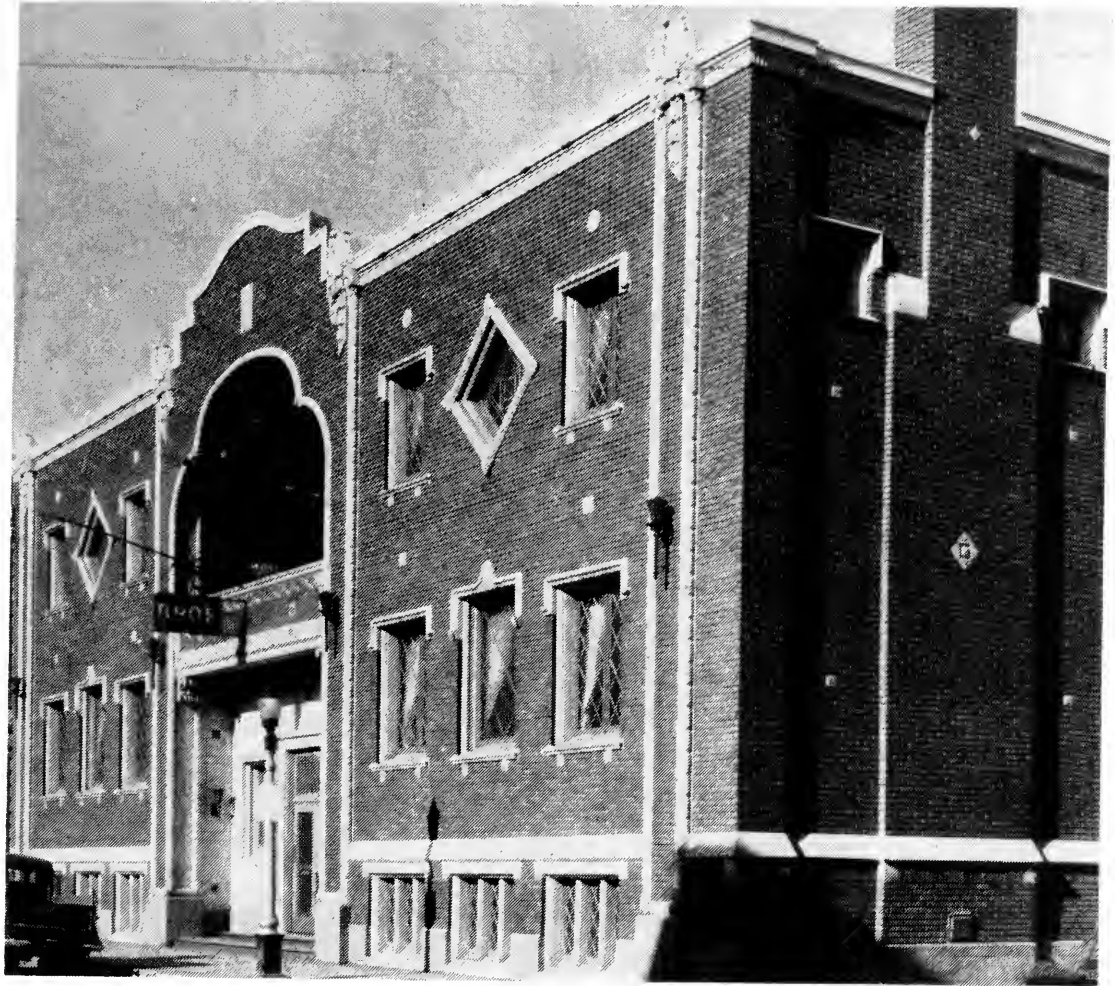
Note: Girl Scouts were organized in Idaho Falls and surrounding communities in the 1930s, and the YMCA in 1946. (See Chronology, Appendix 2.)

Submitters: Mary Jane Fritzen and Loretta Evans.

Sources: Teton Peaks Council No. 107, Boy Scouts of America.



Oddfellows Lodge, Park Ave. and A Street, 1909



Elk's Lodge



Idaho Falls Ladies Riding Club, 1909



YMCA about 1945

TRANSPORTATION

The Railroad In Idaho Falls

The growth and development of Idaho Falls, originally known as Eagle Rock, was greatly influenced by the construction of the Utah & Northern Railway. This narrow gauge line, built north from Ogden, Utah, to the mining areas in Montana, was constructed through Eagle Rock in 1879. The first train went over the new bridge across the Snake River on July 1, 1879, and construction of the line continued north to Butte, Montana, which was reached on December 26, 1881, and Garrison, 454 miles from Ogden, where construction of the line ended in 1884.

The Utah & Northern Railway established their main railroad shops in Eagle Rock in 1880, so the town grew and prospered. These shops included the depot, a ten stall roundhouse, offices, and numerous buildings needed to build and repair the engines and cars. These shops were moved south to Pocatello in 1887, but the railroad remained an important part of the economy of Eagle Rock, providing passenger transportation and freight service for all of the products made and grown in the area. The three foot narrow gauge line through Eagle Rock was widened from the original gauge to the standard gauge of 4 feet 8.5 inches on July 24, 1887.

The railroad has affected the growth and development of Idaho Falls over the years. On April 30, 1909, the railroad began a capital improvements program to upgrade the facilities at Idaho Falls. The small railroad depot was replaced by a new, large building on what is now Yellowstone Avenue and Constitution Way. This building was opened on March 21, 1911, and used until it was razed in October, 1964, when Yellowstone Avenue was being widened.

At the same time the depot building was constructed, the railroad went through a major track construction project, routing the main line to the east and north of downtown Idaho Falls, relegating the original line on the south and west sides to a siding

track used to serve the local businesses. The new main line went across the Snake River to the north of what is now Freeman Park, and the railroad built the girder bridge that is still in use today across the river.

The railroad has changed to meet the changing needs. However, some railroad structures still exist that date back over 80 years. The most obvious landmark is the pumphouse by the Birch Street underpass. Constructed by the railroad when the depot was built in 1909, it was needed to keep the Birch Street underpass clear of water. The stockyards along the Northgate Mile are still standing and being used, although the loading chutes by the railroad tracks have been removed. There are also two old stone culverts under the railroad tracks. One of them is to the east of Yellowstone Avenue at 16th Street, and the other culvert is behind Smitty's Pancake House, just to the west of the bridges across the Snake River. Each culvert still has the construction date "1900" on the keystone of the culvert.

The railroad has always been an important part of the local economy, and its importance continues to this day. The location of the railroad facilities affected the growth and development of Idaho Falls, and this influence continues to this day, although on a reduced scale.

Submitter: Thornton Waite, Idaho Falls Railroad Historian

Sources: Personal files. See also Bonneville Museum files

Note: Interesting longer articles with photos, by Mr. Waite are available through the museum.

Railroad Photos

Note: Photos and captions following are courtesy of Thornton Waite.



- A1. A view of the railroad bridge across the Snake River at Eagle Rock (present-day Idaho Falls), looking upstream. This picture was taken about 1881, shortly after the narrow gauge Utah & Northern Railway reached Eagle Rock on its way north to Montana from Utah. The Taylor bridge can be seen just behind the railroad bridge, and the railroad shops are in the background to the right and behind the bridge.



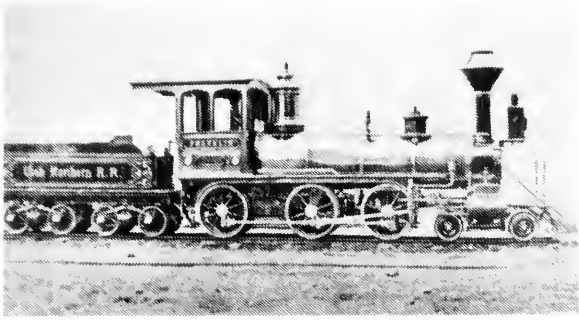
- A2. The Utah & Northern Railway made their own railroad cars and could repair their locomotives and rolling stock at the Eagle Rock shops. These shops were located north of Broadway in downtown Idaho Falls. When the railroad moved their shops to Pocatello in 1887, this tin shop was one of several buildings loaded onto freight cars and shipped south to Pocatello.



- A3. A view of Utah & Northern Railway #85 and crew in front of the Eagle Rock roundhouse in 1886. The huge plow was attached to the front of the locomotive to clear the tracks in the winter. The engine cab had curtains to help keep the crew warm during the cold winter storms. This locomotive, originally numbered #28, was built by Brooks in March, 1881.



- A4. The second passenger depot in Idaho Falls was located at 13th Street and what is now Yellowstone Avenue. It was a single story wooden structure opened for business in 1901 and was replaced in 1911 by the depot at C Street (Constitution Way) and Yellowstone Avenue. The water tank and coaling facilities can be seen behind the depot. A northbound passenger train consisting of a baggage car and two passenger cars has stopped in front of the depot.



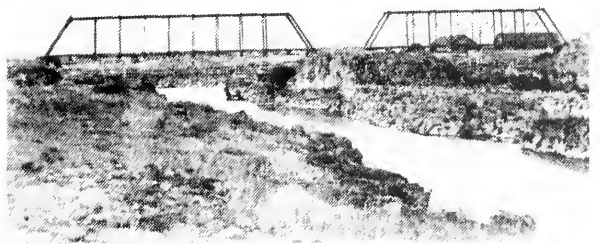
- A5. The third steam locomotive on the Utah Northern Railroad, the predecessor to the Utah & Northern Railway, was the "Franklin," a narrow gauge 4-6-0 built in 1872 by Grant. It was named for the town of Franklin, Idaho, on its route north from Utah to Montana. The locomotive had an ornate wooden cab and polished trim and lettering. This narrow gauge locomotive was reportedly destroyed in a fire at Logan, Utah, March 31, 1881.



- A7. When the passenger depot at C Street and Yellowstone Avenue was built in 1911, the freight depot at Broadway and Yellowstone was expanded. It had a 32-foot by 36-foot head house with a basement and a one-story covered platform 32 feet wide by 182 feet long. In October, 1964, the freight depot was razed when Yellowstone Avenue was being widened. The passenger depot, which can be seen in the background, was also razed at the same time. The coaling tower in the railroad yards can be seen in the far background, to the left of the passenger depot.



- A6. In 1911 the Oregon Short Line built this depot at what is now Constitution Way and Yellowstone Avenue. It was a large wooden and brick structure that was part of a major line relocation through Idaho Falls. This depot and the passenger depot, which can be seen in the background, were razed in October, 1964, when Yellowstone Avenue was widened. Note that there is a passenger train behind the depot, and automobiles and a horse-drawn wagon are in front of the depot.



- A8. The bridge north of Freeman Park was constructed across the Snake River in 1909 at the same time the passenger depot at C Street and Yellowstone Ave. was built. This view was taken in October 1909, looking west across the river. The far bridge abutment and bridge pier #7 are almost complete, and the coffer dams for the bridge piers #2 and #3 are being pumped out. Some men can be seen riding to work on a platform in the center of the Snake River. (Photo, Union Pacific Museum)

Editor's Note:

Concerning the development of the railroad and its influence on early settlement, Dr. Merrill D. Beal, historian, has written: "In 1871, President (Brigham) Young made a decision that was destined to give impetus to colonization in the great (Upper Snake River) valley. He arranged for his son, John W. Young, to spearhead a project to build a railroad to Cache Valley and beyond. William B. Preston, Cache Valley (LDS) Stake President, was the catalyst. Among his associates were Thomas E. Ricks, Marriner W. Merrill, William D. Hendricks, William Maughn, James H. Martineau, Moses Thatcher, and others. They organized the Utah Northern Narrow Gauge Railroad Company in 1871. By August, a Mormon cooperative plan was in operation. By June in 1873 trains were running between Ogden, Utah and Franklin, Idaho.

"In 1877, a reorganization under Union Pacific interests changed the name of the company to Utah and Northern. Some changes were also made in management, but many Mormons were employed to labor with Marriner W. Merrill, superintendent of construction. The line was completed from Franklin to Montana between 1877 and March 9, 1880."

These employees were favorably impressed with the area, and as a result many settlements were founded in the Upper Snake River Valley.

Source: Merrill D. Beal, "The Bannock Stake of Zion," in D.V.

Groberg, The Idaho Falls Temple.

THE AUTOMOBILE BUSINESS

Its Early History In Idaho Falls

From the wooden carriages and teams of horses that Dan Clyne rented to businessmen and travelers at his Eagle Rock livery and the privately owned shays and surreys of the last decade of the nineteenth century, Idaho Falls emerged early in the new century as an important center for the promotion and sales of the most marvelous of modern inventions, the motor-propelled automobile. At the same time, the few,

scattered wagon trails that wove their rutted way through the surrounding sagebrush country gave way to a grid of paved streets and highways to accommodate the new mode of transportation and to offer the city's residents more varied and convenient avenues of pleasure and business travel.

Among the earliest participants in the new automotive enterprise were S.S. and Park Blair who founded one of the first automobile dealerships in Idaho Falls. Established in 1914, the Preston A. Blair Co. an agency for both Dodge and Plymouth, had acquired by 1926 both the means and the necessity to provide a large, modern showroom for its product. The corner of A and Shoup Streets was the site selected for the new complex of display, sales, and service areas. Although the company was sold in 1946 to Ellsworth Brothers, Inc., the present owners, it has continuously remained an agency for Dodge and Plymouth automobiles and trucks.

David Smith was another pioneer in the automobile industry in Idaho Falls. He began his small operation as a Chevrolet agency in the lobby of the Idaho Hotel at Park and C Streets in 1921, his inventory at the outset consisting of a single 1921 Chevrolet. As his business expanded, he was joined by John W. and Clarence Hart, Frank Reynolds, and Harold J. Bishop to form a corporation, the Smith-Hart Company, which employed a considerable number of salesmen and mechanics and which even operated a branch agency in Rigby.

The early history of the automobile business in Idaho Falls would be incomplete without the names of "Dad" Clay, E.A. Wackerli, and J.E. Browning. "Dad" Clay established his reputation during the first decade of the century principally as a service garageman and the owner of the first structure in the state of Idaho to function solely for garage purposes, constructed in 1910. His publication of the first road log in the state as well as his road signs directing motorists to his place of business widened his reputation. But, he also served as an early agency for Buick and for Ford before the latter agency was assumed by the Bonneville Auto Company in 1916 and developed into one of the major automobile dealerships and service companies in the area with its headquarters at the corner of Capital and A Streets. E.A. Wackerli and J.E. Browning both

entered the automobile business in Idaho Falls in 1917. The Gem State Auto Company, owned by the former, offered Plymouth, DeSoto and Hupmobile cars, while the Browning Auto Co. sold Buick automobiles and General Motors trucks.

It has been estimated that by the mid-1930's approximately 1.5 million dollars were spent annually in Idaho Falls by its residents and those from surrounding communities in the purchase of automobiles, with most families owning some kind of vehicle at that time. The automobile business has continued to grow and prosper as agency ownership passed to descendants of the pioneer entrepreneurs, such as the Harts, the Smiths, the Wackerlis, and to other enterprising local businessmen. The original showrooms have been replaced by larger, more modern structures, and today most families own not only one car but two and sometimes three vehicles, including trucks and a variety of recreational vehicles. Only a bare trace of a wagon trail can still be seen in isolated spots, paved streets have proliferated, and major state and interstate highways now pass through Idaho Falls. These thoroughfares hum with a steady flurry of vehicles which display a great variety of streamlined designs and feats of aerodynamic engineering which Park Blair, David Smith or E.A. Wackerli could not have imagined nearly a century ago.

Submitted by Carol A. Chazin

Sources: Bonneville Museum files.

"Automobile Industry Comes to the Front Here" Post Register 10 Sept 1934.

"Clyne's rent-a-team." Post Register 10 Sept 1934. (Reprinted in July 4, 1991.)

"Dad Clay One of First to Operate Garage in Idaho." Post Register 10 Sept 1934.

"Modern Transportation Far Cry from Methods Used During Early Days." Post Register 10 Sept 1934.

Marker, Joe L. "Fall of 1927 brought harvest, adventure for local duo." Post Register 7 April 1980.

"Pickup truck now is status symbol." Post Register 23 Oct 1977.

Early History of Aviation

The history of Idaho Falls and its aviation history have been inextricably entwined for many years. In fact, the first recorded aviation activity in the Idaho

Falls area took place in 1911, only eight years after the first airplane flight was made by the Wright brothers at Kitty Hawk, North Carolina!

More than merely a form of transportation, aviation has impacted almost every facet of life in the Idaho Falls area—agriculture, tourism, postal service, scientific research and development (Idaho National Engineering Laboratory), local businesses, community needs, such as medical, law enforcement, search and rescue, personal travel, and recreation, to name a few.

The following chronological overview reflects the historical significance of aviation in the Idaho Falls area.

1900-1920

The first recorded aviation activity in the Idaho Falls area occurred in the Spring of 1911. Charles Willard assembled and flew his Curtis Biplane from the fairgrounds (present site of Tautphaus Park), entertaining the large crowd gathered there. Over the next few years a series of aerial exhibitionists performed from the fairgrounds or nearby pasture lands.

1920-1930

The city acquired the first 200 acres of land at the present airport site. Land was leveled to provide for a north/south landing strip of approximately 4000 feet by 500 feet. Provision for an east/west landing strip 3800 feet by 500 feet was also made. The original runway was actually about 1500 feet long. All the equipment used was horse-drawn. Claude Black, City Engineer supervised the construction.

In 1929, National Park Airways carried the first passengers to this county airport, to be called the Idaho Falls Municipal Airport.

1930-1940

During 1930-1931, the U.S. Department of Commerce installed the airport beacon, landing area boundary lights, and an aeronautical communications weather station, which was located at the site of the Pinecrest golf course. Also during that year, D. F. Richards built the first aircraft hanger at the airport.

In 1933, the N.S. landing strip was lengthened to 2700 feet.

In 1934, airmail service came to Idaho Falls, along with a scheduled north/south passenger service by

National Park Airways, utilizing the Boeing 240-70. Construction projects during this time included the drilling of a water well, building the large log hangar, the caretaker's house, and administration building.

In 1936 the communications station was moved to the airport.

Underground refueling facilities with pits and pumps were installed in 1937. Capitol Airways instituted mail and passenger service to Boise and intermediate points, and Western Air Express (later called Western Airlines) took over National Park Airways routes.

Paul Crowder became the first local aircraft owner. A.A. Bennett started a flying service out of the log hangar.

1940-1950

From about 1940 to 1945, the N.S. landing strip was extended to 5100 feet, narrowed to 150 feet, and hard-surfaced. A N.E./S.W. runway of the same specifications was built with connecting taxiways and parking ramps. Runway lights were added in 1945. Subsequently, the airport was used as an alternate and refueling base for the United States Army Corps based in Pocatello.

During 1944 to 1949, airport activity increased considerably. Ray Groth was appointed part-time Airport Manager. Two flying services were started

locally, and the first of the metal hangars at the southeast corner of the airport were built privately. Western Airlines began flying DC-3's in the route. Zimmerly Airlines (later West Coast Airlines) and Hughes Airwest (later Republic Airlines) initiated west bound air service, first with the Cessna Airmaster four-passenger aircraft, followed by Boeing 247-D, Fokker F-27, and then Douglas DC-9's. Civil Air Patrol provided services of air search and rescue through an active I.F. unit following World War II. Even though documentation regarding a CAP charter from national headquarters is not available for this period, acknowledgement of the activities and service of these men and women is justified.

Submitter: Karen Sackett

Note: Mrs. Sackett has prepared this chronological history up to the present and looking to the future. This may be obtained at cost at the Bonneville Museum.

Sources:

Air Idaho Rescue (Eastern Idaho Regional Medical Center)
Paul Crowder (early aviation history in Idaho Falls)
H.P. "Pete" Hill (Centennial Report), Bonneville County
Museum Files
Robert "Bob" Hoff (F.B.O.'s and Rainbow Ranch)
Sharon Laird (99'ers organization)
Maxwell Air Force Base, Alabama (Personnel Dept.)
J.L. "Mac" McClurkin (Experimental Pilots Association)
Post Register Files
James Thorsen (Manager of Fanning Field)



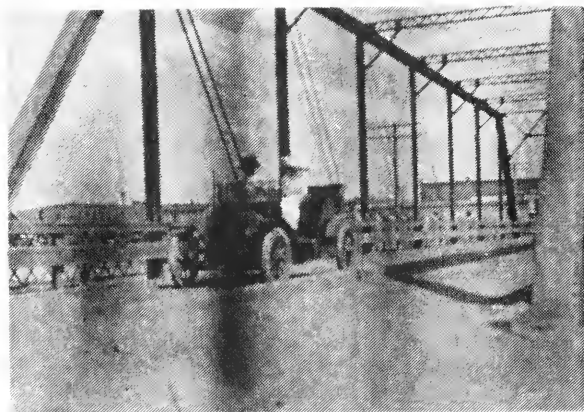
Wagons trading at CW & M



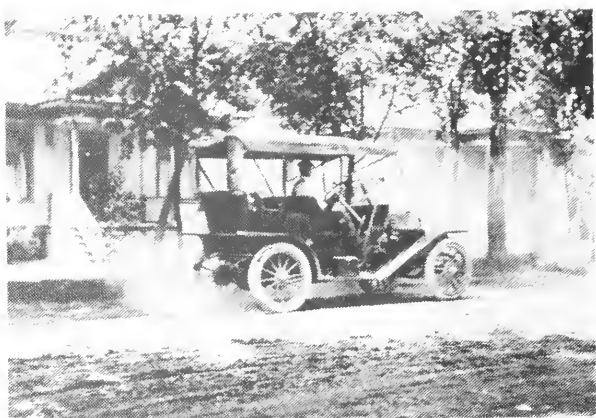
George Brunt at grocery store, 357 A Street, 1904



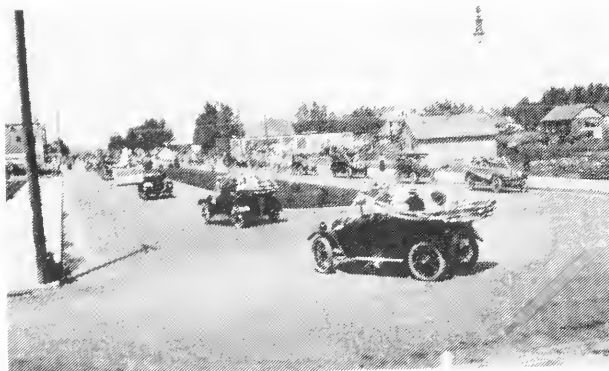
Early delivery trucks



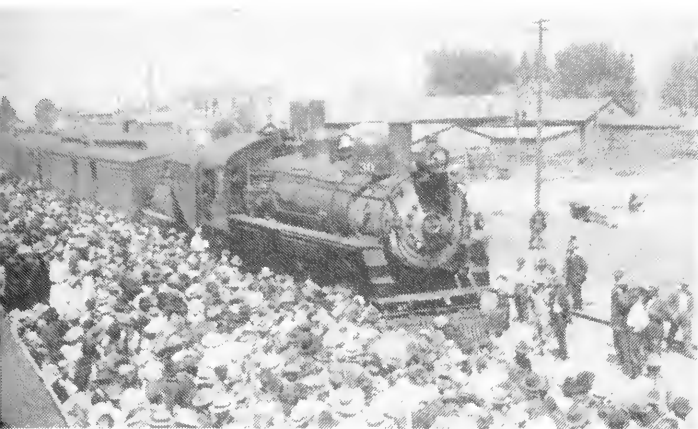
Crossing the bridge, 1906-07



Early auto



Autos parade on "C" Street



Dignitaries arrive by train.



Most, if not all, U.S. Presidents have stopped in Idaho Falls. Harry S. Truman greeted city leaders from platform of train, 1949.



Airport



Promoting Idaho Falls by air

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EARLY EAST IDAHO MEDICAL PRACTICE AND HOSPITALS

In 1870, six years after the first permanent settlement in Idaho, the only doctor was in Malad City. From Eagle Rock (Idaho Falls) this was a four-day journey by horse and buggy. In 1876-77 an epidemic of smallpox claimed many lives. Vaccines were rushed from Fort Hall and Salt Lake City. The first "practitioners" were women who would help with childbirth or assist in the homes of families sick with contagious diseases. Indian women trained others in the use of native herbs and Indian remedies which became many times a part of the white medical practice. Families relied on Medical "Cyclopedias" to diagnose and treat ailments. Home remedies included teas made from catnip and fennel, peppermint or willow bark often combined with a jigger of whiskey. Hot water soaks and salt-water had therapeutic qualities. Mustard plasters and poultices of mud and cow dung were commonly used. The redder the skin became or the more pungent the brew, the more effective the cure was believed to be. Early operations were done in the doctor's office or in the patient's home. Kerosene lanterns were used to illuminate the area. Anesthesia was given by a neighbor or family member using ether or chloroform on an open-drip mask. Just enough was given to keep the tied-down patient from moving.

Christina Magdalena Walz came to the Rexburg area in 1885. She had been trained by an obstetrician and she traveled many miles to assist in medical care. She attended the birth of 1600 babies.

Dr. T. C. Willson and Dr. Thomas Bridges were in Idaho Falls in the early 1900s. In 1906 a group of businessmen organized a hospital and leased the A. H. Jackson Building located on "B" Street. This building was never used however and the location was changed to a building on "C" Street. This hospital was taken

over by the Village Improvement Society and in 1910 was moved to the Elg Building on the Southeast corner of Eagle Rock and South Capital Streets above the Eagle Rock Drug. It would be known as the Doctors Coulthard and Cline Hospital. Later it became known as the General Hospital.

In 1915 Doctors C.M. Cline and A. R. Soderquist built another "General Hospital" on the corner of Idaho Avenue and K Street. This was the first building erected as a hospital. It had a 25-bed capacity and employed 14 nurses. It was maintained until 1923 when the L.D.S. Hospital was completed.

In 1916 Doctors J. O. Mellor and David McDonald built the "People's Hospital" located on "E" Street. It was formerly called the "Emergency Hospital." It had a capacity for 15 patients and employed three nurses. It closed in 1923.

In 1912 Dr. S. S. Fuller built a small hospital on the corner of Placer Ave. and Walnut Street. This was purchased by Dr. H. D. Spencer in 1916. Dr. Spencer with his nurse, Effie Moranda, started the Spencer Hospital School of Nursing. Miss Anna Bridges, daughter of an early Idaho Falls physician Dr. Thomas Bridges, and Miss Ida Boring were the first class of two who graduated in 1922. In 1921 the Spencer Hospital moved to a new location at 789 South Boulevard. In 1941 this building was taken over by the "Franciscan Sisters of Perpetual Adoration" and the name was changed to "The Sacred Heart Hospital." In 1949 the Catholic Sisters built a beautiful hospital across from Tautphaus Park on South Boulevard, and Dr. W. R. Abbott and Dr. J. Worlton established the Idaho Falls Clinic in the smaller building at 789 South Boulevard. The Sacred Heart Hospital was purchased by HCA (Health Corporation of America). It was closed in 1986 with the construction of the Eastern Idaho Regional

Medical Center on Channing Way and Sunnyside Road.

The L.D.S. Hospital was completed in 1923 on Memorial Drive. In 1919 Dr. H. Ray Hatch of Heber City, Utah, was requested by President Heber J. Grant of the Mormon Church to move to Idaho Falls and act as a consultant to the building committee of the proposed Church of Jesus Christ of Latter-day Saints Hospital. The depressed economy of the early 20s delayed the construction, but after much sacrifice, monetary support was generated among the Mormons throughout the Snake River Valley and the Hospital was opened on Sept. 22, 1923. This hospital went through many expansions in the ensuing years. After the L.D.S. Church turned over its hospital assets to Intermountain Health Care, the two local hospitals merged their services and became the Idaho Falls Consolidated Hospitals in the 1970s. L.D.S. was razed in 1987 when HCA opened the Eastern Idaho Regional Medical Center in the Southeast area of the city.

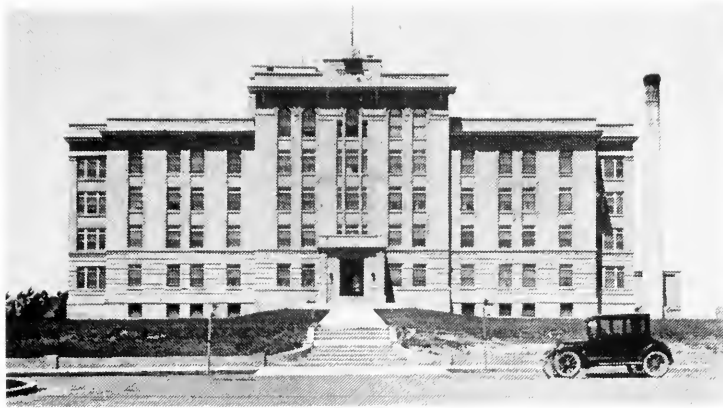
Note: For more details on the L.D.S. (Riverview) Hospital, and the Sacred Heart (Community and later Parkview) Hospital, see short articles submitted by Harold Forbush and Anny Fritzen, Bonneville Museum Reading and Reference room.

Submitter: Harvey A. Hatch, M. D.

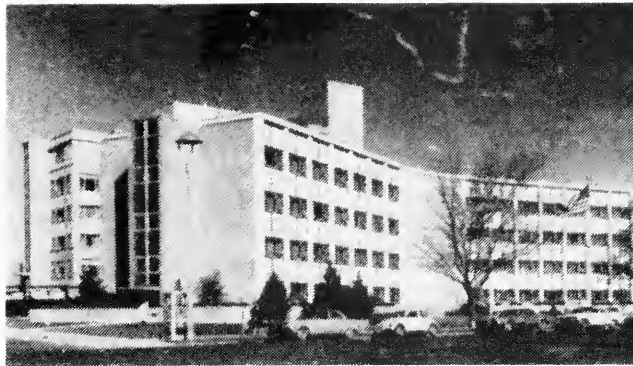
Sources: Harold S. Forbush and Co-authors, The Idaho Falls L.D.S. Hospital, 1987, Ricks College Press, Rexburg, Idaho.

Joe L. Marker, Eagle Rock U.S.A., Robco Printing, Idaho Falls, 1980.

Personal papers of Harvey A. Hatch, M.D., Idaho Falls.



LDS Hospital, built in 1923



Remodeled LDS Hospital after 1968



Nurses Home constructed beside LDS Hospital, 1941-42



Sacred Heart Hospital opened in 1941.



Chapel of the Sacred Heart Hospital



Sacred Heart Hospital room

CHAPTER 14

INDIANS

Chief Tendoy of the Lemhis was a friend to the earliest settlers of Southeastern Idaho, including George L. Shoup, who became Idaho's first governor. Tendoy's people passed through the Idaho Falls area on their way to Fort Hall. Tendoy Drive, an Idaho Falls street is named in his honor.

Long-time residents of Idaho Falls remember Indian women coming to the back doors of city homes and sitting on the steps waiting patiently for the gift of a loaf of bread or other food. This was common well into the 1930s. Most homemakers were generous.

Eastern Idaho Indians are of the related Shoshoni and Bannock tribes. Early fur brigades found them friendly; the Indians welcomed the added strength against the Blackfeet, raiding from the north. They had their own language, beliefs and practices. Family ties were strong: cousins were "brothers" and grandparents shared in the nurturing.

During the middle decades of the past century, the Indians lived well. From wintering spots along Snake River bottoms, extended families journeyed to westerly prairies to harvest camas root. Summer was for fishing and berry gathering. Numerous artifacts have been found in the hills and along the streams of Bonneville county. Teepee rings and fire rings are still to be seen.

The later-designated John's Hole at Idaho Falls was a well-used fishing spot. At Flathead Crossing—which later became the site of the Eagle Rock Ferry—piles of obsidian chips mark camps of considerable size where obsidian brought from elsewhere was shaped into arrows and tools. Families crossed the Snake here to proceed to Salmon River's bountiful fish harvest. In the fall, mounted hunting parties traveled the long distances to Montana and Wyoming to hunt buffalo and other large game.

Fortunes changed for the Indians. As in other parts of the nation, their subsistence customs were obliterated. The government's dealings with Idaho Indians is a tale of broken promises and coercion.

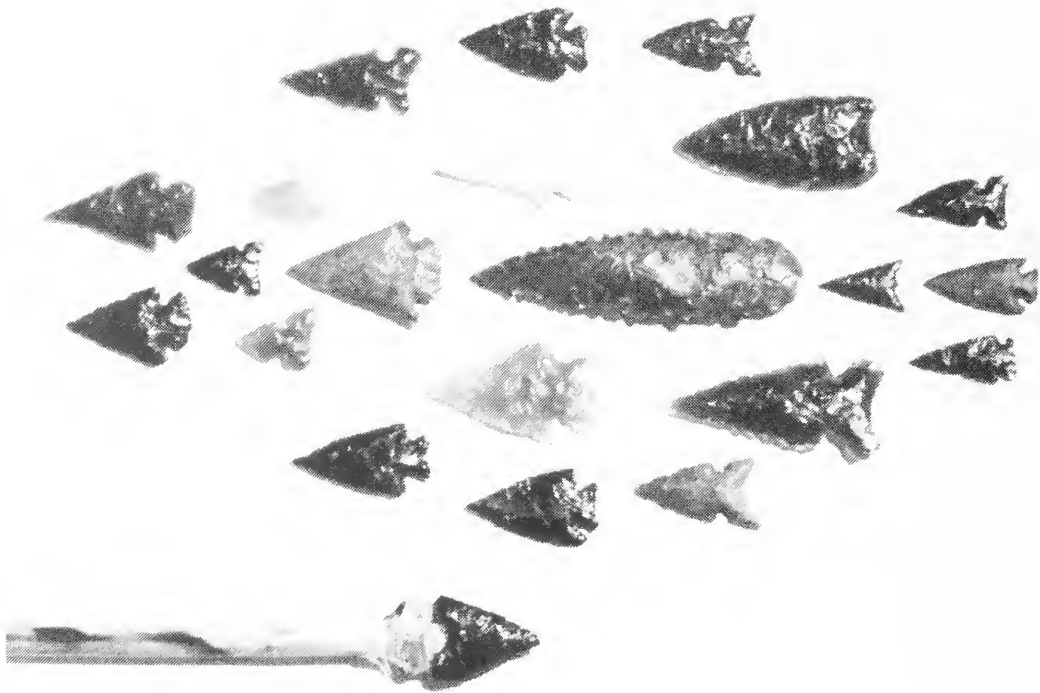
Private citizens exhibited greed, dishonesty and hatred; the editor of the "Boise Statesman" frequently demanded "extinction." Even those whose intentions were good were blind to Indian culture and sensibilities.

Eastern Idaho Indians were commanded to stay on the Fort Hall reserve, denied most of their treaty hunting rights and told to farm for a living. With scant direction? With few tools, like three small plows for 1500 Indians? With no cash and no credit? It was a long season of hunger. Documented accounts are recommended reading.

The abused and the abusers are long gone. Hindsight is acute, but mewling and anger do not serve the present. Though plagued by some dissident voices, competent, modern-day Indian leaders strive for local direction of their domestic affairs, full citizenship with accompanying privileges and responsibilities, opportunity—fair chances, appreciation of ethnic heritage, and respect as fellow human beings. Does not every American?

Submitter: Edith Lovell

Sources: David L. Crowder, "Tendoy, Chief of the Lemhis," Caldwell, Idaho, 1969. Alvin M. Josephy Jr., "The Indian Heritage of America," N.Y. 1968; Brigham D. Madsen, "The Bannock of Idaho," Caldwell, 1958; "Northern Shoshoni," Caldwell, 1980. Virginia Cole Trenholm and Maurine Carley, "The Shoshonis, Sentinels of the Rockies," Norman, Okla. 1964.



These Indian artifacts were found in Southeastern Idaho by Linden Bateman.



Indian campgrounds

THE SNAKE RIVER

The Bridges at Eagle Rock

As you travel across the well engineered bridge on Broadway, pause for direction from a stop light, and gaze out at the beautifully landscaped greenbelt area, it is hard to imagine the challenges which faced the early inhabitants as they tried to bring civilization to this untamed territory.

The earliest travelers in this area were Indians or trappers. They rode horses through the shallows or made driftwood rafts to cross the rivers. Some were successful and some drowned. Their stories which were told around campfires or in civilized parlors brought others who in their time attempted to reach the other bank.

One of the better places to ford the Snake River was about nine miles upstream from Idaho Falls at a place called "Flathead Crossing." It has been told that five young braves from the Flathead Valley of Montana left their beautiful mountains to journey to St. Louis in search of "Blackrobes" or Catholic Priests so they could learn the white man's religion. As the story goes, the young men made it to the "Flathead Crossing" but they never reached the east side.

The ford seemed inviting in late summer with the low water caressing the trailing moss on the rocky bottom. When winter came, it brought special problems for the wayfarer. There were always questions. Is the ice thick enough to bear the weight of the iron wheels? Will it break and cause all sorts of difficulties? Floating chunks of ice could bruise an animal's leg or break a weakened wagon wheel. Many travelers seemed to develop a great deal of patience. If the ford could not be forded, there was always livestock to be grazed and washing to be done while they waited for an opportune time.

In 1862 the ferry came to Eagle Rock, just downstream from the "Flathead Crossing." The first ferry was operated by the Barnard Brothers of Bear River, Utah. This ferry was identified by members of the Utah Militia. In July, 1862, the Militia under

command of Lot Smith chased some horse-stealing Indians all the way from Green River, Utah, north into Wyoming. The Indian marauders eluded them. At that point, Smith took a vote, and the hungry men gave up further pursuit and headed west to the food and comforts of the Montana Road. They bought provisions from a freighter near Barnard Ferry, but there is no further reference to that ferry.

In his book, Bonneville County in the Making, Barzilla Clark tells about wild Bill Hickman and Harry Rickard building a ferry at the Eagle Rock site. The first crossing was made June 20, 1863, after a wagon party from Soda Springs had waited a couple of days. The emigrants had rested their stock and washed clothes while the thing was finished. The only description left to us is a line in a book which calls the ferry "a two rope affair."

Among the freighters making their way to Montana were "Matt" Taylor and Alexander Toponce. Both of these men were to gain fame and fortune in this part of Idaho in the years to come.

James Madison "Matt" Taylor always planned to camp near Black Rock Canyon, the site of the present falls of Idaho Falls, because the rushing waters kept the area free of mosquitoes. At some time, he tied a cord around a rock and flung it across the chasm. After a few tries he was able to get a stone to rest on the edge where he planned to build a bridge abutment. The distance was determined to be 83 feet. During his freighting trips to Montana, he had seen trees tall enough to form the stringers for his bridge. His dream began to take shape.

On June 1, 1864, Taylor formed a partnership with W. F. Bartlett and Edger Morgan. They incorporated for \$30,000 and called themselves the Oneida Road, Bridge and Ferry Company. They bought the Eagle Rock Ferry and operated it.

That fall, Matt Taylor journeyed to Lewiston, the territorial capital, and obtained a charter to operate the ferry at Eagle Rock and to build a bridge over the

SNAKE RIVER AT BLACK ROCK CANYON. That same year, Ben Holladay had been awarded a mail contract from Fort Hall to Virginia City. By this time, hundreds of outfits and animals were churning up the dust along the Bannack Road in Idaho to Bannack and Alder Gulch in Montana.

Taylor's Bridge included several buildings which were put in place before winter set in. About the same time as Taylor was traveling to Lewiston to obtain the charter, twelve 45-foot heavy timbers were selected, cut, and hewn at Beaver Canyon and hauled eighty miles to the bridge site at "Taylor's Crossing." W. F. Bartlett was an engineer and he obtained the long bolts and other iron from a wrecked steamer near Fort Benton, Montana, and some other hardware from Fort Hall. In December, 1864, and January, 1865, the Taylor Bridge stringers were put in place. After six days the thing would bear its own weight, and Taylor announced the bridge opening for high water or midsummer. All manner of supplies were offered for sale at "Taylor's Crossing."

The bridge was a modified Queen Post Truss. There were two vertical support beams in the center instead of one used in a King Post Truss bridge. It was in place a short year when high water in 1866 took it out after driftwood had lodged high against it. The big beams were salvaged because they had been attached by cables to the surrounding rocks. With the coming of winter, the bridge was rebuilt higher and better than before. Until the bridge could be rebuilt, the ferry was back in operation.

In 1872 when the Hayden Survey came through, pioneer photographer William Henry Jackson photographed the span in stereo. The lines looked clean and sharp and the rock filled "cribs" of logs are plainly visible.

In 1879 when the Narrow Gauge Railroad came to town, a steel railroad bridge was built about fifty yards to the south. A well-known photo of that time shows both bridges. The Taylor bridge was beginning to show its age. The photo reveals center support logs and also poles spiked into the stringers and support beams, but it would last about ten more years.

By this time, the Taylor bridge was owned by the Anderson Brothers. The Taylor bridge original franchise was for 20 years. The Anderson Brothers asked the

County Commissioners for an extension of the franchise but it was denied. The bridge was declared a public highway in April of 1889. Later that year, it was declared unfit for use and condemned.

W. W. Keefer was hired to build masonry piers alongside of the Taylor Bridge for a steel bridge replacement. Bids were advertised for the Idaho Falls bridge and one for the North Fork of the Snake River west of Rexburg. No one bid for the Idaho Falls bridge, so Keefer just kept right on working. The only thing shown in the Commissioner's minutes for the new structure was a bill of April, 1890, for \$1100 from the King Iron and Bridge Company. This Keefer steel bridge would be in place until 1907. It was dismantled and taken to Woodville for use there. The abutments and midstream pier are still visible.

When they "straightened out Broadway" in 1907, another steel bridge was erected. This bridge pier or foundation was still in place in the power or "dry" channel until it was removed as part of the bulb turbine project in 1981. However, that steel span was moved upstream to Johns Hole about 1928 in order to make way for a new concrete bridge.

The concrete bridge at Broadway was beautiful. Anchored and solid it seemed to have the strength to bear the heaviest load. Ferris Clark backfilled the ends of the structure with a team of horses and "dumpbed" planks for \$2.00 a day. The planks were hacked off at the ends so that gravel or whatever could be dumped out of the wagon without shoveling. The fill material dropped down as the planks were shifted out of position sideways. This method was used a lot in building new farm-to-market roads in the thirties.

Barzilla Clark's daughter, Lois Clark Young, cut the ribbon when the Broadway Bridge, opened in 1928, was dedicated. A grandson of J. M. "Matt" Taylor attended the ceremony.

Fred Keefer stated that the Johns Hole Bridge was mainly intended as a stock driveway crossing to leave the Broadway structure free and clean for the motor cars to cross over.

About 1970, increasing traffic made it evident that the Broadway Bridge could not efficiently handle the vehicles wanting to cross the river. The best idea at that time was to add a lane on the upstream or north side. So the north railing was chopped off, a steel beam was

lowered into place, and a new deck was poured. More vehicles could move in commerce and trade. While this addition was being made, a ten wheel truck loaded with grain broke down on the bridge just as the evening AEC buses were coming along. A massive traffic jam all the way to Reeds Dairy corner resulted.

The Johns Hole Bridge, that old, black, 1907, iron thing, clattered when heavy truck traffic crossed. It was replaced about the same time the Broadway Bridge was widened. It had served its purpose and the wreckers didn't even want it for junk.

The old cement Broadway Bridge had one more baptism of fire, or rather water, to pass through. The Teton Dam washed out, June 5, 1976. All communities were warned of the millions of gallons of water about to fill the channel of Snake River all the way to American Falls. The banks were sandbagged from Johns Hole down to Sportsman Park and anxious eyes were turned to the new steel beam protruding six feet down into the path of all those millions of gallons of water. The surge of the flood brought with it thousands of pieces of driftwood and many dead animals. On a Sunday afternoon, water from the deluge splashed onto the deck of the Broadway Bridge as a dragline tried to dislodge the driftwood. Of course, the bridge was closed to all traffic.

In the end, part of the power channel retaining wall below the bridge was dynamited, and a channel was dug around the west end to help lower the pressure on the bridge. During the digging, a telephone cable was cut, and telephone service was disrupted, but the bridge was saved.

Meantime, the City of Idaho Falls planned to upgrade its aging power plants, and square in the middle of the improvement project was the now old Broadway Bridge. The City and the State of Idaho sat down and figured out that thousands of dollars could be saved if a new, all-steel bridge could be built at the same time as the bulb turbines upgraded the City's power system. The plan materialized. In 1981, Governor John Evans cut the ribbon on the wider, stronger Broadway Bridge making it easier than "Matt" Taylor ever dreamed to get from one side of the Snake River to the other.

Submitter: Quincy Jensen

Sources: Interviews with oldtimers; Edith Lovell, Captain Bonneville's County; Joe Marker, Eagle Rock U.S.A.

Greenbelt Historical Features

The following historical markers along the Snake River greenbelt have been proposed by Media Coordination Services:

The Snake River

The Snake River that flows through Idaho Falls is the confluence of the Henry's Fork of the Snake from Island Park and the South Fork of the Snake River that flows from Wyoming's beautiful Jackson Lake and Idaho's magnificent Palisades Reservoir.

In the early days, the Snake River was known by a multitude of names to both pioneers and Indians. Names such as "Pohogwa" meaning "River of the Plain" as well as "Saptin," "Shahaptin," "Sho-sho-nepah" and "Piupa." To Lewis and Clark the river was known as the "Lewis River." To Hunt's Astorians the South Fork was the "Mad River" or the "Accursed Mad River." The early British referred to the Snake River as the "Great South Branch of the Columbia." At one time the mighty river was considered as much of a hindrance to travel as it was a hazard. However, even in the early days, it was recognized for its potential value for large scale irrigation. Pioneers saw the towering sagebrush plants and dreamed of the promise of rich soil.

Early settlers of Idaho Falls forded the Snake River when possible in the warm months and walked on the ice in the winter. They ferried it, bridged it, and portaged their belongings around its rapids.

The Falls

Until the turn of the century the river through Idaho Falls was a series of rough rapids. In the early 1900s the city administration contracted William Walker Keefer to build a dam and retaining wall along the old dry bed to make a forebay for the city's first power plant. The project "tamed" the rapids into the picturesque falls we enjoy today. The diversion of the waters at Idaho Falls provided the city with its first power from hydroelectric turbines. The "Falls" received a facelift in 1982 during the construction of a new bulb-turbine hydroelectric plant a short distance downstream from the falls.

The Snake River Bridge

J. M. "Matt" Taylor operated the ferry across the Snake River in 1865. That same year, discouraged by the high number of mosquitoes, Taylor built a bridge of timbers to hasten the trip across the river. The first steel bridge was constructed just south of the present Broadway Bridge in 1890 by William Walker Keefer.

Keefer's Island and Cabin

Keefer's Island is a 1.7 square-mile stretch of land in the Snake River just a short distance north of the falls. The small cabin on the island was actually inhabited by Fred Keefer from 1938-1959. The island was deeded to the city in the early 1900s. During the Spring of the year, ducks and geese comfortably nest along the banks of Keefer Island until their young can paddle to the west bank near the walkway. People travel long distances each 4th of July to view spectacular fireworks displays launched from the island.

Eagle Rock Island

This island was so named by travelers who spotted an eagle nested in the top of a Juniper tree growing from a large rock in the Snake River. The "rock" can be seen north of Idaho Falls approximately one mile south of the Bonneville County line. Our city was known as Eagle Rock before it was named Idaho Falls before the turn of the century.

The Idaho Falls Temple

The Temple site was originally a cactus-covered sand hill where Indians often camped during the summer months. Latter-day Saints leaders felt inspired by the location that comprised nearly 10 acres, bordering the beautiful Snake River. They considered the property truly valuable and paid \$16,000 to obtain it. LDS church architects and engineers, in cooperation with the city of Idaho Falls, re-designed the street and replatted the Temple site. Groundbreaking for the estimated \$548,528 project was on December 19, 1939 with construction commencing in August of 1940. The cornerstone was laid in October that same year and completion of the temple was in 1945. The renaming of several streets occurred during the project. Western Street became Memorial Drive; River Street became Riverside Drive, and Sand Street became I Street.

The Idaho Falls Hospital

During the period, 1906-1914, several makeshift hospitals served early Idaho Falls. In 1915, Doctors C.M. Cline and A.R. Soderquist built a General Hospital at Idaho Avenue and K street which was the first actual hospital building built in Idaho Falls. This facility was maintained until the LDS Hospital was completed on Memorial Drive in 1923. The LDS Hospital became known as the Idaho Falls Hospital in later years, and more recently as Riverview Hospital. It was razed in 1987 after the new Eastern Idaho Regional Medical Center was built.

Submitter: Richard Carr and Trudy McClure, Media Coordination Services

Sources: Beautiful Bonneville, Joe Marker, Quincy Jensen.

(Note: See separate stories on bridges, temple, and hospitals.)

IDAHO FALLS L.D.S. TEMPLE

The Post-Register, September 24, 1945, featured the temple dedication: "Temple dedicated at impressive rites. In most impressive services President George Albert Smith of The Church of Jesus Christ of Latter-Day Saints dedicated Sunday morning the newly-completed, gleaming white temple on the banks of the Snake River in this eastern Idaho city as a 'house of praise and worship'. It was an occasion rare in the history of the church for this is the eighth such temple in present use."

The newspaper's edition, July 2, 1976, gave some history of The Idaho Falls LDS Temple, perhaps the leading tourist attraction in the city: "Church authorities first decided to build the Idaho Falls Temple March 3, 1937, with surveying completed in September of that year. The site chosen on the east bank of the Snake River covered some barren sand hills. Thirty-nine separate parcels of land had to be acquired for the temple site.

"The ground was broken December 19, 1939, and David O. McKay, 2nd Counselor, laid the cornerstone October 19, 1940. The outside of the building was completed in September 1941; work on the inside took until the spring of 1954 to complete. Birdwell

Finlayson of Pocatello was general contractor for the \$1 million project.

"The Idaho Falls LDS Temple was dedicated September 23, 24, and 25, 1945, by George Albert Smith, LDS Church President. All of the LDS Church general authorities were present. Eight sessions of dedication were held to accommodate an estimated 30,000 visitors.

"Prior to the dedication, the temple was open for a six-day public inspection. Some 44,000 people went through the building during this period.

"When the temple opened, it served 90,000 church members in 21 stakes. Chosen to make up the directorate of the new temple was President David Smith, with 1st counselor John Sayer and 2nd counselor Fred Schwendiman. The first ordinances were performed in the temple Dec. 5, 1945. The massive structure of the Idaho Falls Temple is 95 by 131 feet, with the tower rising to a height of 143 feet."

Submitter: Mary Jane Fritzen

Sources: Post-Register in Bonneville Museum Files; See also D.V. Groberg, Idaho Falls Temple, 1985.



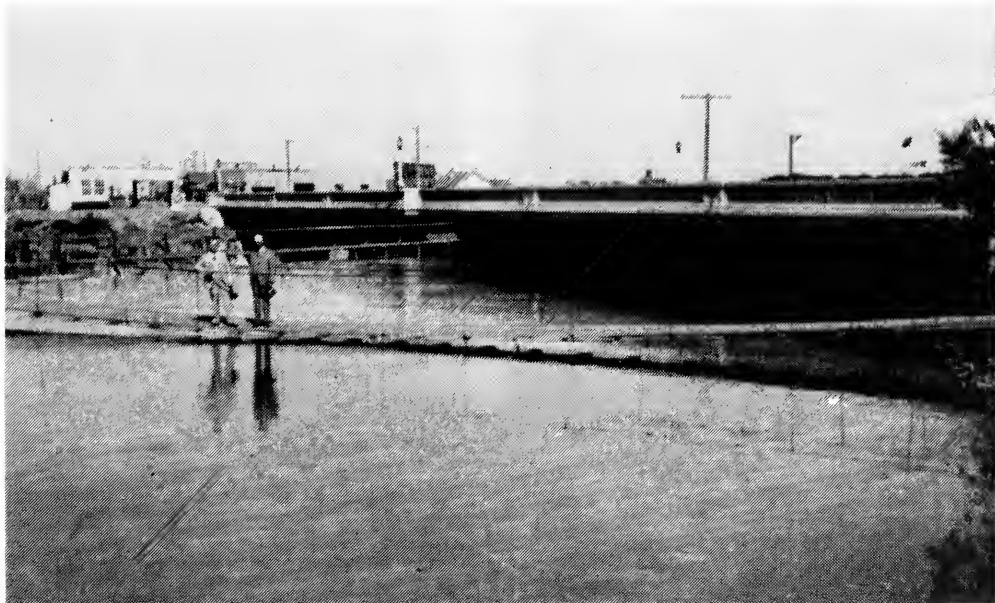
The Falls, 1945



Views of East bank about 1900



Taylor's Toll Bridge, 1871



Swinging Bridge to Sportsmen's Park



Greenbelt, 1945, after Memorial Drive was extended

TOURISM AND HOTELS

TOURISM IN IDAHO FALLS

Tom Sutton, mayor of Idaho Falls in 1949, recalled when he first came to town in 1917 to work at Anderson Lumber Co.: "When I climbed down from the train and saw all the sagebrush, and not too much of anything else, I could have climbed right back aboard and left." (1)

However, like so many others, he stayed. The railroad, which had come to Eagle Rock in 1879, brought many homeseekers. It encouraged them enthusiastically. Oregon Shortline Railroad and Sunset Homeseekers Bureau published a beautifully illustrated brochure in about 1917. "How To Get to Idaho Falls, Idaho." Subtitled "Perfect Irrigation—Never-failing crops," its cover showed a farmer harvesting grain with his three-horse team. (2)

While many tourists were homeseekers, Idaho Falls also attracted vacationers. An early brochure, (c. 1910) published by the Club of Commerce, discussed "Vacation Spots":

"All work and no play makes Jack a dull boy even though Jack's vocation be that of the agriculturalist, the most diversified, invigorating, and healthful occupation known to man. No centralized business region in America is so conveniently situated with respect to nature's great playgrounds as is this region of the Upper Snake River Valley. One hundred eight miles north-east of Idaho Falls on the Park Branch of the Oregon Shortline Railroad lies the west entrance to the Yellowstone National Park, the greatest region of natural wonders to be found on Earth. Thousands pass through Idaho Falls each season, while during the park visiting season scores of parties in commodious and comfortable camp wagons are seen moving along the country roads, all directed toward the Park, or homeward bound from what each one declares to be the most delightful outing of a lifetime. Many of the older settlers have made this trip again and again in this manner and each successive trip but adds to the

charm of the outing.

"For the sportsman, every variety of game in its native haunts....In cold, rushing mountain streams lurks the trout, the delight of the fisherman. Catches of hundreds are the rule rather than the exception....Great flights of ducks...great lava beds to the Southwest...the needle-like peaks of the mighty Tetons. The family Heise Hot Springs, the Carlsbad of America, are located 20 miles east of the City."

YELLOWSTONE PARK

Yellowstone Park had been opened since 1872. The Post Register, 10 July, 1980, tells us, "During early years, few people were privileged to visit the Park. The only means of reaching the Park was by train. Travel in the Park was by stagecoach only." But after automobiles were admitted in 1915, tourist traffic greatly increased. (4)

The building of the railroad from Eagle Rock to the entrance to Yellowstone Park came in two phases. The first phase was built by the St. Anthony Railroad Company to St. Anthony [1899-1900] and the second phase was built by the Yellowstone Park Railroad Company to extend it to the park.

The first passenger train to reach West Yellowstone arrived on June 5, 1909. Travel on the line was hazardous at times. The most serious accident was the striking of a bull moose by the engine. Snow was the main hazard. The snow would lie at depths from six to thirty feet. The job of clearing the tracks usually took four days of hard work. It was begun in mid-March to try to get the track ready for the opening of the Park. A wedge plow was used in open spaces and a rotary was used to open the cuts and deeper snow. The rotary would throw the snow seventy-five feet and cut a corridor fourteen feet wide. The Continental Divide was the worst spot at elevation 6,934 feet. The Divide was located just ten miles south of West Yellowstone terminal. (5)

HOSPITALITY

Tourist accommodations began with the stage station. The Post Register in 1927, recorded: "The Anderson brothers, truly the original pioneers of this section, were the 'hosts' and many is the tale told today by those old enough to remember the hospitality extended the patrons and guests of the rude log cabin given the title of stage station and hotel. For it was there that the traveler was permitted to rest and refresh himself after the hard ride by stage across the practically trackless desert, scorched by the sun in the summer months and lost almost in the snows of winter." It states the food was excellent.(6)

Oldtimers interviewed by the Post Register usually referred to the good old times. Frank Beam summed it up in 1934. "Voicing a quiet regret at the changing conditions which have so nearly destroyed the old-time community spirit, Mr. Beam remembers the years of homesteading, of community socials and canal building as the happiest of his life."(7)

CAMPING

Old timers used to sleep in the open when traveling. A blanket spread on the ground under the stars, using their saddles for a pillow, served the purpose.

As the town grew, John Lingren's wooded ten acres, now known as Highland Park, was a popular campground. Eddie Pedersen, who grew up here and became mayor (1964-78) recalled: "Highland Park was really a place for tourists. Especially I remember John Lingren for the many many trees he planted. It was a place for tenting and camping, a tourist spot, the only place where people could stay in the city."(8)

Ancestor of the highway rest stop, Dan Clyne's Livery Stable also provided campgrounds, as well as facilities to freshen up both man and beast.

TOURIST FACILITIES

(see Hotels)

TOURIST SERVICES

(see also Automobile business)

Bonneville Hotel was built in 1927 on the former site of perhaps the first full-fledged service station in town, built by Ray Sullivan, who remembered later: "I had the most modern pump in town. It would pump one gallon at a time. Then you would have to turn it back down to zero and pump another gallon. I had a contract in those days with two oil companies for the oil and gasoline which came bulk by railroad."

More tourist facilities were developed. In 1930 Sullivan established one of the first motor courts in town, in the 100 block of First Street. He recalled, "There were a couple of little ones [motels] at that time with just one room and a bed. However mine featured modern plumbing, kitchens with refrigerators and all. Three years after the motor court was built, the highway route was changed, so I decided to build another motor court on the corner of Gladstone and Lee Ave."

He also told the Post Register in 1976, "Motels have certainly come a long way in the past few years. Just look at the Westbank now. Why I can remember when Ferris Clark had just a few cabins over there along the river. They weren't even modern, just one room houses."(9)

GARAGE

Tourists knew about Dad Clay. Clay built a small auto shop in 1909. In 1910 he built a larger garage at Cottage (now N. Yellowstone) and A Street. In 1914 he published Idaho's first road log describing 5500 miles of road. He also set up hundreds of small orange signs with black letters on major and minor roads at regular intervals, telling how many "Miles to Dad Clay's Garage, Idaho Falls."(10)

BUS SERVICE

Union Pacific Stages were the forerunner of Greyhound bus lines. As a matter of fact, they were the same thing, just bought and taken over by Greyhound, according to N.D. Andersen of Idaho Falls, who was district agent for buses. He recalls that Union Pacific Stages, a subsidiary of Union Pacific Railroad, operated buses that stopped in Idaho Falls from about 1929. Bus travel peaked during the years just after World War II, with at least five round trips to

Pocatello and Salt Lake. Buses departed for West Yellowstone from about 1931, but only during the summer—from June till Labor Day.(11)

By 1934 one could travel from Idaho Falls to Yellowstone Park during tourist season by wagon, auto, bus, train, or plane.

Submitter: Mary Jane Fritzen

Sources:

1. "Idaho Falls Thrived Under His Leadership." by Louise Mahoney. Post Register, 29 Feb. 1976
2. "How To Get To Idaho Falls, Idaho," brochure published by Oregon Short Line Railroad. Idaho Falls Public Library. Idaho Falls history files.
3. Brochure published by Idaho Falls Club of Commerce about 1910. Idaho Falls Public Library. Idaho Falls history files.
4. "Yellowstone Park's Always Been News," in Post Register, 10 July 1980, F-18
5. Louis J. Clements, "Railroad-Idaho Falls to Yellowstone," Snake River Echoes Vol. 18, 1989,p. 38.
6. "Pioneer Hotels of Idaho Falls," in Post Register, May 31, 1927, special edition about Bonneville Hotel.
7. "Frank Beam Here 56 Years," in Post Register, Golden Jubilee Edition, Sept. 10. 1934.
8. Eddie Pedersen, transcript of interview of Eddie Pedersen by Elaine Lingren, Idaho Falls, 1977, Bonneville Museum Reading and Reference room.
9. "The Ray Sullivans — Business Pioneers of Idaho Falls," by Louise Mahoney. in Post Register, 4 July 1976.
10. "Dad Clay One of First to Operate Garage in Idaho," in Post Register, 10 Sept. 1934.
11. N.D. Andersen: Telephone interview by Mary Jane Fritzen, Idaho Falls, 24 April 1991. Notes in Bonneville Museum Reading and Reference Room.

Early Idaho Falls Hotels

Ever since Matt Taylor set up his toll bridge at Eagle Rock to cross the Snake River, having a place to stay and rest has been an important enterprise for the residents of Idaho Falls. From the early "eating and rooming" houses in Eagle Rock to the modern motels of today, these establishments have enhanced Idaho Falls' reputation as the "convention center of southeast Idaho."

The earliest hotel was not really a hotel, but

merely a stop on the stage coach line. As early as 1865, passengers could find a place to rest from their trip at the stage station in Eagle Rock, a crude two-room log cabin operated by the Anderson brothers. The two brothers "hosted" visitors cordially, even those who could not afford to pay, by sharing in the family-style meals and giving weary travelers a brief respite from the desert dust and wind.

As the community grew, so did the need for a real hotel for visitors and a central meeting spot for permanent residents of the territory coming to town for business. "Uncle Dick" Chamberlain filled this void by building a two-story saloon which had rooms available as well as plenty of food and drink, but it was George Heath who built in 1886 the first "real" hotel when he built an adobe structure named the Burgess House on Eagle Rock Street and South Capital Avenue. Later called the Brooks Hotel, it was known as a "good place to stop" and served the community until the late 1880s when the southern part of town began losing some of its importance.

Next came a series of hotels closer to the heart of town. Mr. and Mrs. Scott built the Scott Hotel on a small hill on Lava Street. It opened in January of 1892 but was destroyed by fire in August, so the Scotts took over management of the Graehl Hotel, a one-story stone building on Broadway built around the same time as the Scott by Poe Graehl. The Graehl went through several managers and owners after the Scotts, including C.M. Johnson, Mr. Smith, Charles Dawson, and Ben Jenne, until N.D. Porter took over around 1901, renamed it the Porter Hotel, and managed it until 1930. The upper parts were then converted into 24 apartments by Joseph Lippman of Santa Monica, California, but by August it was purchased by E.W. Finlayson, remodeled (for \$12,000), and reopened in the fall of 1930 as the New Porter Hotel.

Other high-class hotels built downtown include the Cutter Hotel on Shoup and B Street, the Nelson Hotel, the Eleanor Hotel (1914) on the corner of Broadway and Yellowstone, and the Idaho Hotel which was part of a cluster of hotels on C Street built near the Courthouse and the railroad depot. First built and owned by F.C. Hansen, it was later owned by Ira J. Taylor (1944) and Ross Gillespie (1954).

Although several hotels were available, by the

mid-1920s, the community demanded a bigger and more luxurious hotel to serve the city which was undergoing such rapid growth. Thus the Bonneville Hotel was conceived and built as a cooperative effort of 481 citizens of Idaho Falls. The Community Hotel Corporation was headed by local attorney O.A. Johannesen and financed through the Hockenbury System, a method of constructing and financing 123 previous hotels nationwide as developed by F.J. Hockenbury of Harrisburg, Pennsylvania.

The Bonneville Hotel was designed and built by the H.L. Stevens Company of San Francisco in less than a year for \$335,000. They broke ground on August 24, 1926, and the formal opening and dedication was held June 1, 1927. Located on the corner of C Street and Park Avenue, it was an impressive 5-story building designed in the Italian Renaissance style with a wire-cut brick facade in colors ranging from salmon to maroon brown and ornamental iron balconies and Spanish tile grooves.

The Bonneville, originally under the jurisdiction of the Hotel Utah, was managed by William Gill, formerly with that hotel for ten years. With the help of 25 other workers from the Salt Lake City hotel, the Bonneville soon became the meeting area the community residents had envisioned. Along with the 76 guest rooms (each tastefully decorated and accompanied by a private bathroom), the Bonneville housed a cafeteria, club room, and banquet room on the first floor, making it a convenient and popular area for local meetings, luncheons, private parties, and banquets, as well as conventions. It could seat 300 people.

One of the later hotels, the Rogers, was opened in 1937 by B. M. "Brunt" Rogers on the corner of Shoup and B Street; but in recent times the hotels have generally found other uses or fallen to disrepair and the motel business has taken their place. Motels now line the banks of the Snake River near the falls as Idaho Falls serves southeastern Idaho residents and tourists alike as the hub for the region.

Submitter: Barbara Watson

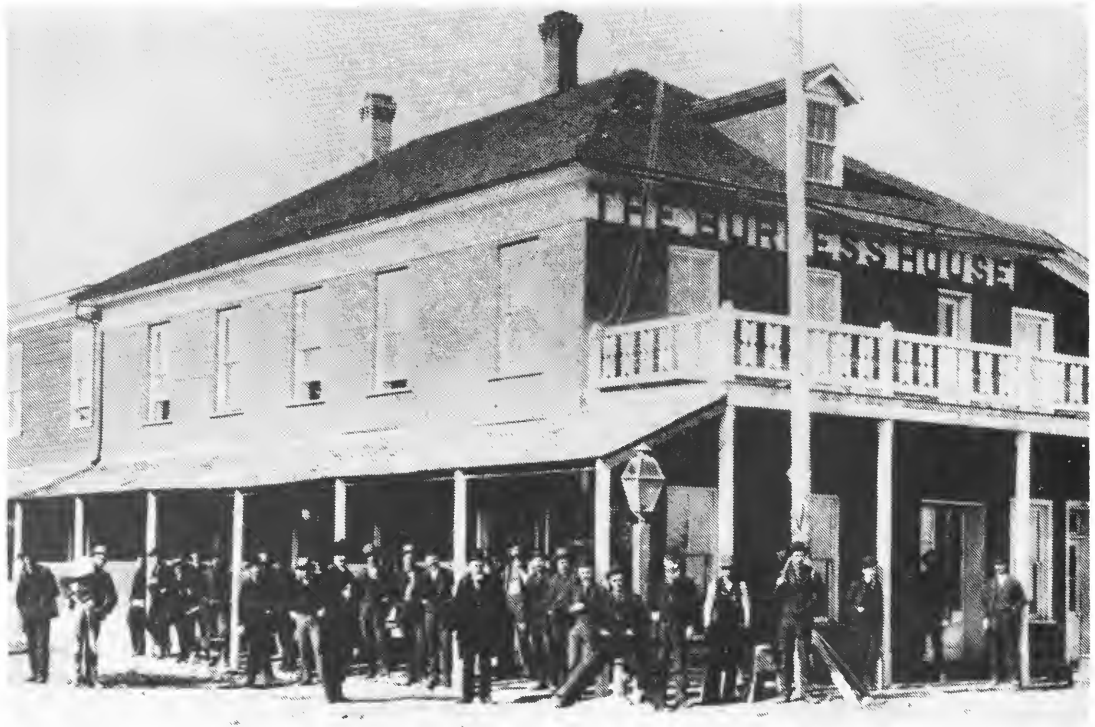
Sources: The Times-Register, May 31, 1927; Beautiful Bonneville, "Idaho Falls" by Joe Marker; National Historic Preservation nominations, Bonneville Museum files.



D.H. Clyne Livery



Furnished rooms



Burgess House Hotel



Carriage to the Brooks Hotel



Hotel Eleanore on Yellowstone and Broadway



Hotel Bonneville



William S. Holden
Attorney and Civic Leader from 1932 to 1988

EARLY LAWYERS AND JUDGES

- 1879 President Rutherford Hayes appointed John T. Morgan as Chief Justice of the Idaho Territorial Court and District Judge for Southeastern Idaho. He was a delegate from Bingham County to the State Constitutional Convention in July 1889 in Boise City and was elected as a Republican to Idaho Supreme Court from 1890-1896.
- 1885 William T. Reeves from Kentucky set up private law practice in Eagle Rock.
- 1885 Joseph A. Clark, family practice moved to Eagle Rock.
- 1887 Burdice J. Briggs formed law practice of Briggs and Reeves, with offices in Eagle Rock and Pocatello.
- 1898 Nathan H. Clark (son of Joseph) elected prosecuting attorney for Bingham County.
- 1899 Samuel J. Rich established private law practice in Eagle Rock and Blackfoot.
- 1900 William H. Holden was admitted to law practice in Idaho, and located in Idaho Falls.
- 1903 David Worth Clark joined law firm of Holden and Clark.
- 1903 Clency St. Clair moved to I.F. to join law firm of Hasbrouck and St. Clair.
- 1911 Lawyers in the new Bonneville County included George W. Edgington, Ralph Edmunds, James E. Good, William P. Hanson, William P. Henninger, Arthur W. Holden, Edwin Holden, Harry Holden, Richard W. Katerndahl, H.K. Linger, Frank H. Means, William L. McConnell, Otto E. McCutchen, Charles A. Merriman, Charles St. Clair, and J.Ed Smith. H. K. Linger was first city attorney for Idaho Falls.
- 1911-41 Among growing group of lawyers were Ralph Albaugh, Errol Hillman, A.A. Johannsen, D.E. Rathbun, Alvin E. Denman, E.A. Owen, Paul

T. Peterson, A.H. Wilkie, A.A. Merrill, LaRue Merrill, Faber Tway, Henry S. Martin, William S. Holden, Robert Holden, Robert W. St. Clair, and Gilbert C. St. Clair. During this period, C.J. Taylor and Henry S. Martin were elected as district judges for Bonneville County. Chase A. Clark was appointed Federal judge for Idaho.

- 1932 Edwin M. Holden, veteran of Spanish-American War, was elected as a Democrat to the Idaho Supreme Court. He served as a Supreme Court justice until 1950.

Others among the early lawyers were Clarence E. Crowley, Kenneth McKenzie, Ariel Crowley, and Harrison Dennis. William S. Holden, who became a civic leader, practiced law here from 1932 until his death in 1988.

During the 1940s through the 1960s the nuclear energy research projects west of Idaho Falls added to steady growth. From the 1970s through the present (1991) the Seventh District Bar Association has continued to grow with its members now numbering more than 150.

Submitter: Richard T. St. Clair, Attorney

Sources: Richard T. St. Clair assisted by William Black, Simon Martin, and Ted Pike. Richard St. Clair's paper in Bonneville Museum files also lists judges and magistrates, city attorneys, prosecuting attorneys and presidents of the State Bar, 1970-1990.

WAR EFFORTS

Red Cross War Efforts

The American Red Cross was established in 1881 as a private, voluntary association, part of a growing international Red Cross movement that had been created to provide voluntary aid to sick and wounded soldiers on the battlefield. The Mountain River Valley Chapter of American Red Cross was officially chartered in 1913 as the Bonneville County Chapter of the American National Red Cross. Originally housed in the old armory on Memorial Drive, the Red Cross office has occupied several locations during its 78 year existence including a stop in the Bonneville County Courthouse. In 1991 the Red Cross is housed at 740 Park Ave., which it purchased in 1987.

The history of the Bonneville/MRV chapter is rich and varied. The first real challenge to the local Red Cross was World War I, at which time the local volunteers organized to produce the following items for use by U. S. troops in combat:

- 1,707 knitted sweaters
- 2,969 knitted pairs of socks
- 27 pairs of wristlets
- 54 scarfs
- 26,065 pieces of surgical dressing
- 8,174 surgical dressing pads
- 23 fracture pads
- 715 suits of pajamas
- 1,189 case shirts
- 5,205 bed shirts
- 381 bed jackets
- 92 operating gowns
- 602 comfort bags
- 1,894 towels

Local children made bed socks and pillows for the GIs. For use by refugees of the War, local citizens made 32 afghans, 208 women's house jackets, 20 girl's capes, 25 girl's dresses, and 70 boy's suits. During Christmas holidays 549 packages were filled, inspected, wrapped and sent overseas.

Activities between the two great wars consisted mainly of expansion into volunteer nursing programs, swimming lessons for local youth and raising funds for local crises as they occurred.

The onslaught of World War II again rallied the Bonneville Chapter to come to the aid of combat servicemen. The local residents of Bonneville County donated \$5,250 to the Red Cross war effort, astoundingly, within two days of the attack on Pearl Harbor. One amusing sidelight of the war was when one local soldier gave a Red Cross representative overseas money and requested that roses be sent to his girl in Idaho Falls. The request was honored and a Bonneville County Red Cross representative delivered a bouquet of roses to a very surprised and appreciative young lady.

During World War II school children raised funds for the Red Cross to equip the hospital at the Pocatello Air Base. Four thousand local women gave 55,000 volunteer hours in sewing for the local chapter. In 1943, 2,531 women stitched 468,064 battle dressings while knitters volunteered 13,860 hours to the production of various knitted items for overseas GI's. Among the items shipped from Bonneville County for use in the war effort were pneumonia jackets, hot water bottles, bottle covers, and slippers. Red Cross volunteers gave 1300 hours of service as nurse's aids. The final tally of donated dollars to the War Fund Drive was a very respectable \$10,500.

With the close of World War II the Bonneville Chapter again continued its peacetime work in Water Safety, First Aid training, Blood Collection and Disaster relief. The Korean and Vietnam conflicts raised many concerns for the local chapter in the areas of emergency communications for servicemen and families in the local area, but the extensive efforts of the past World Wars was neither necessary nor requested. The Chapter flourished during this time and continued its leadership role as a charitable organization in Bonneville County.

On July 1, 1989 Bonneville County Red Cross was merged with the Red Cross units in Madison, Fremont, Jefferson, and Teton counties and renamed the Mountain River Valley Chapter, a name which adequately describes the various geological regions of the 6,000 square mile jurisdiction. The Chapter is still headquartered at Idaho Falls, as this is the largest population center in the jurisdiction. MRV is today considered to be an innovative, example-setting chapter. It is staffed by two full-time employees and one part-time employee and serves in excess of 28,000 people per year.

Submitter: Deanne R. Chick

Sources: Red Cross scrapbooks, now at Bonneville Museum Reading and Reference room; Deanne R. Chick and Don Owen, both of American Red Cross.

Bonneville County Efforts During World War Two

When the Japanese attacked Pearl Harbor on Sunday, December 7, 1941, most Idaho Falls residents were spending a quiet day at home or attending their respective churches.

Overnight Idaho Falls was alerted and the city went into action. Axis nationals were ordered to remain indoors for their own protection, foreign language schools were prohibited, and several Japanese suspects were apprehended. Guards were placed at the Broadway bridge and the sugar plant; precautions in restricted zones were ordered. Army and navy recruiting stations were filled with applications by young men unwilling to wait for the draft. This was the beginning for three years and eight months.

East Idaho surely played a vital part in winning the war.

The contribution of valley residents was something of which to be proud. Manpower, food, war work, money, Red Cross—whatever was asked—was produced, sometimes as if out of thin air.

From Bonneville County 2600 men served in the military service during World War Two. In addition there were hundreds of National Guard members as well as seventeen-year-olds who flooded the recruiting office.

Response to seven war bond campaigns was tremendous. In all drives the quotas were well over the top, and in the last five drives Bonneville County residents purchased approximately nine million dollars worth of savings bonds. Ration books were carried for commodities such as gas, sugar, shoes, etc.

As reports reached the home folks of the work being done by the Red Cross on all fronts, money poured into the Red Cross headquarters. In 1945, a quota of \$18,000 was set for Bonneville County—and the drive netted \$26,000. Additional drives for relief of people in devastated countries, conducted in conjunction with the Community Chest, found local residents generous in their donations.

Farmers and ranchers went all out in their response to break all crop records to feed the ever-increasing armed forces and people of devastated countries. Potato-men answered the challenge by breaking all production records in 1943 and 1944. This was all done in spite of many machine and labor shortages. The farmers were determined to—and they did—chalk up many home front triumphs. The Upper Snake River Dairymen's Association reached their peak production in June, 1943. Dairy processing plants worked overtime to set aside various percentages for the armed forces and lend-lease. During the final three war months 55% of all butter, 70% of cheese, and 75% of milk powder was set aside for the armed forces.

Women surely played an active part in the war effort. Twenty-four graduates from the LDS School of Nursing served in the armed forces, some on the front line. Others took their training elsewhere. Some joined the WACs, WAVEs, SPARs, or Marines, doing vital work in both the USA and overseas. In Bonneville County, over 13,000 women gave 193,000 hours of volunteer service making and shipping 36,000 garments overseas. After an urgent appeal for surgical dressings, that department was opened in November, 1942. When it closed in February 1945, 2351 women had given almost 43,000 hours of service, making 1,080,600 dressings.

In February 1943 Bonneville County counted its first dog enlistment for the Canine Corps. "Tarzan," an English shepherd who lived a rough and ready life, was ideally suited for sentry service. By the end of July

1943, 60 Idaho dogs had entered the service to help win the war.

The American Red Cross played its part in the war effort. With much work and little glory, Bonneville County residents responded wholeheartedly to the many calls of the Red Cross. A trained motor corps was seen as a possible need and anticipated. The nurses aid corps was organized and 42 volunteers gave 2300 hours of service. First Aid courses and home nursing classes were given. In the first months of the war, a canteen corps was organized. This group could serve dinner to 250 people in 22 minutes for 13 cents per person. Twenty-two volunteers in this service gave 510 hours of service. County school children took over the Russian clothing drive and collected three truckloads

of clothes; they sponsored the anti-TB (tuberculosis) Seal Drive; and the children made numerous articles for the veterans. The Red Cross sponsored victory gardens and distributed wartime food guides.

Money, hours, dedication, loyalty — the contributions of the people of Bonneville County during those three years and eight months of World War Two are something of which to be proud.

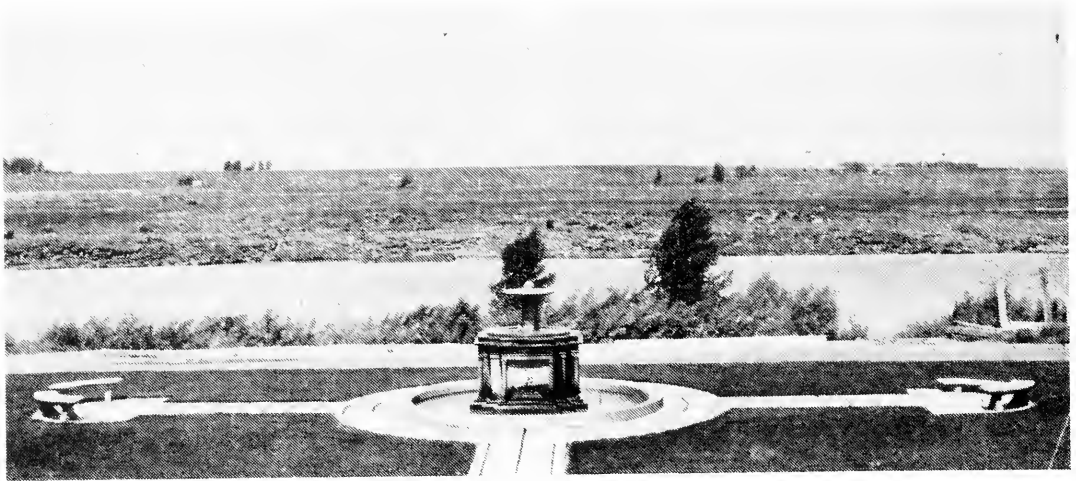
The war did leave its mark in many homes. In Bonneville County 112 young men died in the line of duty. These men paid the full price for victory and liberty. They will forever be remembered by those of us who value the democracy and spirit in America.

Submitter: Carol Romer

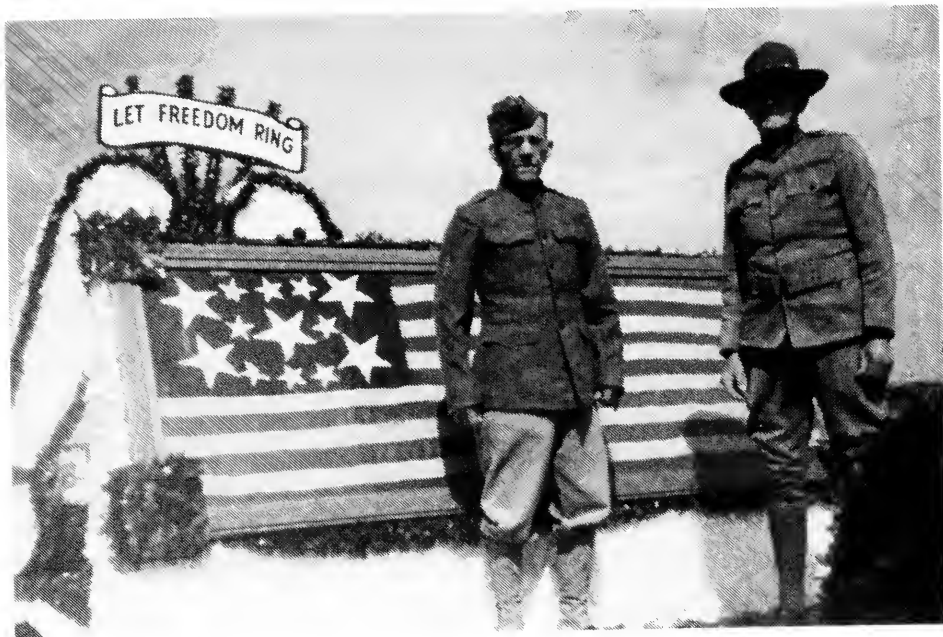
Sources: Bonneville Museum, files, scrapbooks, Post Register.



Topping sugar beets for World War II effort



Memorial Fountain about 1920



World War I veterans honored at U.S. Constitution Bicentennial Parade, 1987



Company "A," 116th Engineers, I.N.G., of Idaho Falls, Idaho, World War II



World War II training at I.F. Airport

CHAPTER 19

POPULATION

The population of Idaho Falls has been steadily increasing since its founding. Also, the city has been the economic, commercial, and cultural center for a much greater population in surrounding areas.

Below is a chart showing the population of Idaho Falls every ten years.

YEAR	POPULATION
1880	249 (Eagle Rock & Willow Creek Precinct)
1883	550 (Eagle Rock)
*1885	1500 (Eagle Rock)
1890	472 (Eagle Rock)
1900	1262
1910	4827
1920	8,064
1930	9,429
1940	15,024
1950	19,218
1960	33,161
1970	35,776
1980	39,736
1990	43,929

*An approximation due to the influx of workers at the Railroad shops. The shops were later moved to Pocatello.

Submitter: Anny Fritzen

Sources:

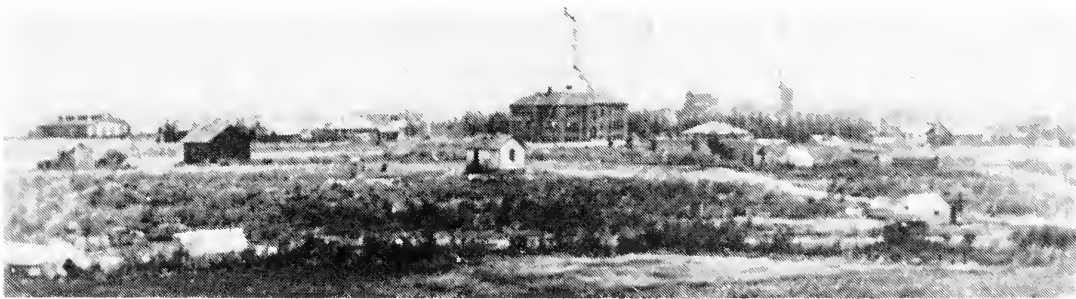
1883, 1890- Edith Haroldsen Lovell, Captain Bonneville's County.

1910- Idaho Falls Public Library- Reference Desk.

1900, 1920-1950- Post Register, June 3, 1959.

1960-1970- Joe Marker, Eagle Rock, U.S.A.

1980-1990- "Population and Growth Package of Idaho Falls," City of Idaho Falls, Division of Planning and Building.



Early Idaho Falls, west of the tracks, 1904-1908.
See Riverside School (center).



Frank and Minnie Hitt home, 1909



Country home, 1909



G.G. Wright home on Ridge Ave.



Home in the old part of town, 1909



Milner Apartments, Park Ave. & D, 1909; former railroad shop.



Country home, 1909

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INEL HISTORY

by Ben J. Plastino for Bonneville Historical Society

The National Reactor Testing Station since it was established officially April 4, 1949—renamed the Idaho National Engineering Laboratory August 14, 1974—wrote its history in the nuclear and scientific field of unsurpassed achievement.

The first reactor was Experimental Breeder Reactor-I which chalked up one of the most historic achievements of the century in producing the first use of nuclear fission electricity December 20, 1951. It also demonstrated the principle of breeding, producing more fuel than it consumes, in June, 1953, and later underwent tests for the first use of plutonium and proving that consequences of a core meltdown were not necessarily catastrophic.

The Materials Testing Reactor was the second built and went into operation March 21, 1952. Of notable achievement it produced the most intense neutron flux.

Boiling Water Reactors Experiments, constructed in 1952, was the first of five reactors to pioneer intensive work of boiling water reactors.

Special Power Excursion Reactor Test concentrated on so-called “runaway” accidents, a situation where excessive nuclear fission occurs in the core. Four other SPERT reactors were operated through 1970. They showed that “runaway” accidents are less likely to happen than once thought, and that they can be predicted and modeled.

Engineering Test Reactor achieved nuclear startup in 1957 and was the most advanced materials test reactor in the world with a power level of 175 megawatts. It provided irradiation facilities for development of reactor components for military and civilian reactors. It went into retirement in 1982, the first completed reactor facility to be deactivated.

The nuclear Navy at the site was inaugurated March 31, 1953, with the initial power run of the Submarine Thermal Reactor, a land-based prototype of the nuclear engine for the nation’s first atomic-powered submarine, the U.S.S. Nautilus.

Powered by STR Mark II, the U.S.S. Nautilus traveled in excess of 25,000 miles, most of the time submerged.

The submarine also cruised under water at an average speed of about 16 knots. September 12, 1965, the Navy’s newest submarine prototype reactor, the S5G, became operational. The S5G has improved safety and reliability over old seacraft and is installed in a real submarine hull that can simulate actual conditions at sea.

The Naval Reactors Facility is one of the oldest areas on the INEL with more than 35 consecutive years of operation. It is operated for the Navy by the U.S. Department of Energy. Over the years, thousands of naval officers and enlisted personnel have received Navy training in Idaho’s desert, at the rate of 5,000 a year.

Work began on the first prototype power plant for a nuclear airplane in the 1950s—the Aircraft Nuclear Propulsion (ANP) project. The ANP project was commissioned to develop a nuclear reactor aircraft engine capable of powering an airplane for extremely long periods.

The program involved building and testing three heat transfer reactor experiments which proved the feasibility of operating an aircraft turbojet engine with nuclear heat. Three low-power reactors also were operated to support the ANP program: The Shield Test Pool Facility Reactor, the Critical Experiment Tank, and the Hot Critical Experiment. These reactors served to test materials, components, and reactor designs.

The ANP project was canceled by presidential order on March 28, 1961, long before the developmental engines were sufficiently refined to install on actual aircraft. Work on the project did leave researchers with a knowledge about high temperature reactor materials technology, however, which has been used in the design of all reactors built since then.

Work in the Army Reactor Experimental Area on the site in 1957 was aimed at developing a family of small reactors that could meet a number of military requirements, including being compact, lightweight, and mobile.

The stationary Gas Cooled Reactor Experiment was the initial stage in developing nuclear power

plants that could be moved without disassembly. An offspring, the Mobile Low Power Reactor Plant No. 1, was designed to be carried by a single airplane, truck-trailer, or ship for operation in remote areas. Both the ANP project and the Army's mobile reactor experiments provided technology that is still being used today.

What was to become the Idaho National Engineering Laboratory (INEL) is traced to as early as January 1, 1947, when the Atomic Energy Commission (AEC) was formed as the civilian nuclear agency. It replaced the military branches which had developed the atomic bomb.

It took over from the Manhattan Engineer District the massive research and production facilities built during World War II to develop the atomic bomb in utmost secrecy under the direction of General Leslie R. Groves and the Army Corps of Engineers. The laboratory experiments of Enrico Fermi, the Italian-born scientist, and other American and European scientists had been transformed into operating plants for producing the bomb which was dropped on Hiroshima August 6, 1945, and three days later on Nagasaki.

President Harry S. Truman signed the Atomic Energy Act of 1946 on August 1, 1946, to shift control of atomic energy to civilian administration, becoming effective at midnight December 31 of that year.

Truman appointed David E. Lilienthal, a lawyer and former head of the Tennessee Valley Authority, as the first commission chairman.

One of the first steps was to transfer a sprawling complex of men and equipment from Army to AEC control. This included 37 installations in 19 states and Canada. It involved the shifting of 254 military officers, 1,688 enlisted men, 3,950 government workers and about 37,000 contractor employees. The entire project, representing a wartime investment of more than \$2.2 billion, would cost an additional \$300 million during the current fiscal year.

An official history of the AEC listed March 1, 1949, as the date of the first announcement by AEC of selection of the National Reactor Testing Station (NRTS) in Idaho. But if that were the case there was an unexplained delay because the announcement was not received for nationwide publication until three weeks later, March 23.

Originally some 70 sites throughout the nation had been surveyed and studied but the final selection was trimmed to Fort Peck, Montana; and the Lost River Desert of east Idaho.

To help in the final choice between Idaho and Montana, Roger Warner, AEC director of Engineering, hired the architectural and engineering firm of Smith, Hinchman and Grylls, of Detroit, Michigan, to make a survey. This firm in February, 1949, issued an opinion favoring the so-called "Pocatello site", and said a formal report containing more data would follow.

The Idaho location was originally identified by the Detroit firm as the "Pocatello site," mainly because it was the largest city then near the area. Locally it became more familiarly known as the Lost River site for the name applied to the vast sagebrush desert with a river and adjoining range of the same name. Others called it the "Arco desert" after the name of the town closest to the installation.

The AEC, in March 1949, issued a press release formally picking the Idaho site, and followed on April 4 with the announcement that Leonard E. Johnston, manager of the Schenectady, New York office would be the new Idaho AEC manager.

The Post-Register announced May 5 that Johnston would soon establish his headquarters at the Rogers Hotel.

The AEC also announced it had to acquire about 400,000 acres, of which nearly half, or 173,000 acres, were still held by the Navy for its gunnery range.

After Johnston had set up his office at the Rogers Hotel in June 1949, he immediately swung into action. He authorized drilling wells and started work on access roads. He hired a local firm to start digging foundations in November 1949.

Activities were many in 1949:

On April 4, the Idaho Office of the Atomic Energy Commission was formed to assist in the acquisition of a site for a reactor testing station and, by contract or direction, AEC operation to provide for the design and construction and operation of reactors, facilities and services as needed. It was also authorized to manage the NRTS and in this connection administer contracts for development and operation of reactors assigned by the director of reactor development and such other facilities as needed.

May 14, the first contract award went to A.J. Schoonover and Sons, Burley, for drilling of the first EBR 1 well.

On June 15, the Idaho Operations Office was officially established in Idaho Falls with the first cadre of about a dozen administrative and security personnel temporarily occupying the second floor of the City Building, for a couple of months.

July 15, the Hotel Rogers Annex was occupied by Idaho AEC staff.

Other steps included August 1, staff re-established temporary headquarters in the new annex of Rogers Hotel; August 12, first water produced from EBR 1; October 24, additional offices rented and occupied at the Jennie Rogers Building; November 2, first excavation for EBR 1, and first reactor complex started at the NRS, and January 31, 1950, first concrete poured for EBR 1.

On December 20, 1951, EBR-1 produced electricity by nuclear fission.

When the AEC announced that Idaho Falls would become the headquarters city it brought a euphoria of jubilation to the vast majority of local residents.

The Idaho Falls Chamber of Commerce had taken the lead with each past and current president, and other prominent individuals and businesses, contributing about \$100 each in behalf of the enterprise. The Chamber chipped in another \$1,200 in matching funds, bringing the total to about \$2,400 raised in this fashion.

Most city, INEL, state and other leaders shake their heads in disbelief when they look back and realize what a comparatively small amount was spent to bring the mammoth installation and headquarters to Idaho Falls.

The leaders in the movement were William S. Holden, pioneer attorney, who led delegations to Washington to speak to AEC officials; E.F. McDermott, pioneer publisher of the Post-Register; Joe Call, Chamber president; and Mayor Tom Sutton, but there were many others.

An editorial written by McDermott a day after the announcement pointed out correctly the city was on the "threshold of a great opportunity," but added, "we must provide the leadership that will carry east Idaho and Idaho Falls to its destined place in the economic

sun. . . There is little doubt that the huge installation will be the forerunner of the greatest development Idaho has yet seen. It will bring thousands of people within the borders of the state, and may set the stage for a great industrial upsurge."

Holden, 1942 chamber president, was picked by the community in early 1949, to head the effort to persuade federal leaders to choose Idaho for its proposed national reactor testing station and Idaho Falls for headquarters.

In reminiscences shortly before his death, May 20, 1988, he recalled key battles that were fought in the U.S. Senate to designate Idaho over Montana as the nuclear research site. Then came fierce struggles against Pocatello, Blackfoot, and Arco.

Pocatello was the chief contender to Idaho Falls, mainly because it had the U.S. Naval Ordnance Plant which relined battleship guns.

Mrs. Holden recalled that in April, 1949, she was asked by her husband, who was en route home from Washington, to set up a social at their colonial-style home at 291 S. Ridge Avenue. It was to entertain a half dozen AEC executives who were accompanying him from the nation's capital.

The April 24 edition carried a picture and story of Johnston and his party greeted in Idaho Falls with a 21 gun salute.

Most of the front page on May 18 was devoted to the atomic project when it was announced by the AEC that Idaho Falls would be the headquarters city. A jubilant Sutton, Holden and McDermott were pictured clasping hands in joy over the selection.

Johnston announced the selection was made on basis of proximity, combined with availability of housing, educational and hospital facilities for AEC personnel. Other stories gave selection sidelights and told of accelerated plans for completing the road from Idaho Falls to the site.

The May 19 edition carried a front page editorial by McDermott stressing the city's responsibilities and the need to cope with new growth.

A story from Georgi, chief of security division, asked for 100 applications from war veterans for security guards.

Other stories appearing included: May 20 of plans to locate the new headquarters at the Rogers Hotel

Annex; June 1, formation of a Greater Idaho Falls corporation to bring early construction of 50 new rental units and a prediction by Johnston while in the city that the reactor project would have a working family of 200 by the end of the year.

Other stories followed in rapid order. On March 24 there was a report of a mass meeting the preceding night in which leaders stressed the need to plan a paved road from Idaho Falls to the Arco desert and to promote the Idaho Falls community in development of the new atomic plant.

Call announced the Chamber's board of directors had approved a special atomic committee made up of Ralph Albaugh, K.D. Rose, McDermott, Don Kugler, Worth D. Wright, J. Earl Evans, David M. Sweeney, Forde L. Johnson, William E. Holden, Delbert V. Groberg, Ken P. Slusser, B.L. Harris, George W. Watkins, Sterling W. Jensen, Aden Hyde and Call.

Later named as chairman was McDermott, with Rose, president of Rogers Brothers Seed Co., as treasurer; and Cy David, Chamber secretary-manager as secretary.

A story on March 29 said an executive committee made up of McDermott, Rose, Harris, Holden, Johnson and Slusser would spearhead the activities for the city's cooperation with the atomic site. The committee would meet weekly.

Another story said the Bonneville county leaders headed by Chairman Chet G. Taylor, Thomas Weeks and J.W. Kintner of the county commission would heartily back proposals for the road, known commonly then as the Twin Buttes Road.

On April 1 appeared a story of the Greater Idaho Falls Chamber of Commerce naming six special committees to help planning for the coming of the reactor project.

The 11,000 employed at the INEL in 1990 represents about 2.5 percent of Idaho's 406,000 workers. About 350 are employed by DOE-ID.

About 8,000 workers staff the nine operating areas on the INEL site. Some administrative, scientific support, and non-nuclear laboratory programs are housed in Idaho Falls in seven buildings, the DOE-ID headquarters, Willow Creek Building, two Technical Support buildings, Remote Office Building, Computer Science Center and INEL Research Center.

The INEL work force comprises the largest concentration of technical professionals in the northern Rocky Mountain Region with more than 1,300 holding engineering degrees, 600 science degrees and more than one employee in three has a college degree.

The INEL payroll has surpassed \$400 million, and directly and indirectly, INEL has generated more than \$800 million in wages and salaries.

A summary of an Idaho State University report on the socio-economic impacts for the INEL reveals significant figures. It shows that the estimated impact of 10,702 jobs at INEL in 1987 is the provision of 18,351 total jobs and a population supported by the INEL of over 55,100 in the impact area.

The INEL primary and secondary employment accounts for 20.9 percent of total employment in the area.

INEL primary employee households paid an estimated \$2.9 million taxes of \$76,647,063 collected statewide. The total average tax burden for an INEL employee was \$2,435, compared with \$1,618 for the remainder of the state.

Since 1949 the INEL has grown to be a major contributor to Idaho's economy. At present, nearly 25,000 Idaho workers are supported by INEL activities. Each year, the INEL brings \$320,000,000 into Idaho.

Nearly 40 percent of the workers at the INEL were born in Idaho and over half of the remaining workers have lived here for more than five years. Seven of every ten INEL employees own property locally.

When the AEC first established its Idaho installation in May, 1949, Dr. C.A. Robbins was the governor and he especially went out of his way to help get federal and state funding to build what is now known as Highway 20 between Idaho Falls and the Central Facilities.

Other succeeding governors also have lent strong support. These included Len B. Jordan who followed Robbins in January, 1951, and served through 1954; Robert E. Smylie, 1955-66; Don Samuelson, 1967-70; Cecil D. Andrus, 1971-76; John V. Evans, 1977-86; and Andrus again beginning in January, 1987 to present.

All of the City of Idaho Falls mayors and city councilmen have been among the foremost supporters for the site.

These included Mayor Tom Sutton who made trips with other city leaders in behalf of NRTS in 1949, followed by Mayors E.W. Fanning 1951-56; John B. Rogers, 1957-58, W. J. O'Bryant, 1959-63; S. Eddie Pedersen, 1964-76, and Tom Campbell, 1977 to present.

The DOE has participated in municipal projects, topped by the city's bulb turbine installations in 1980-81. This project cost \$57.5 million. Of that amount, DOE chipped in \$6.9 million which was up-front funding and at high risk that could be lost if the bond issue were rejected by voters. As it happened, city residents approved it by a whopping 95 percent majority.

S.J. Groves and Sons, Redmond, Washington, was the prime construction contractor for \$20,445,810, and Pacific Ventures, Inc., Bellevue, Washington, held the \$19.4 million contract for installing the three bulb turbines.

The city also has a joint agreement with DOE for reciprocal use of their fire departments in dire emergencies.

The Idaho Falls and Bonneville school districts all have cooperated closely with INEL to further education, topped by the efforts for supporting the Idaho Falls Center for Higher Education backed by INEL and its contractors.

In 1952 the three-story headquarters building erected by Robert Johnson Associates of Portland, Oregon at Second and Holmes was completed and the AEC headquarters staff occupied it.

This facility was replaced by what is known as the Willow Creek building north of Freeman Park, or 785 DOE Place, August 9, 1985.

Highly important to AEC employees working at the site was the completion of what then was called the Twin Buttes road, now known as Highway 20, for 41 miles between Idaho Falls and Central Facilities, and with Highway 26 to the west.

It was dedicated October 8, 1951, near its intersection of Highway 26. Among those participating were Joe Call, Idaho Falls Chamber of Commerce president, as master of ceremonies; Johnston, W. Fisher Ellsworth, Idaho Falls, auto firm owner and new member of the State Highway Board, who cut the ribbon; Roscoe Rich, Burley, State Highway Board

chairman; Lt Governor Edson H. Deal, representing Governor Len B. Jordan; and State Senator O.J. Buxton, Driggs.

One of the humorous aspects of this ceremony was the unscheduled appearance of a Butte County cattle truck. The astonished driver saw the paved road ahead and rumbled past as dignitaries watched with mouths agape.

The AEC also announced it did not plan to construct a community for operating personnel at the station. This was a wide departure from the government housing at Oak Ridge, Richland, Los Alamos, and Savannah River installation.

The AEC negotiated with the Navy for the 173,000-acre Arco Naval Proving grounds as part of the approximately 400,000 acres originally required for the station. This eventually grew to the present 572,000 acres. [Note: Much of the land amounting to about 400,000 acres was appraised and just compensation was paid for private land used for public purpose.]

Succession of Idaho Operations Office managers included Johnston, April, 1949, to April, 1954; Allan C. Johnson, April, 1954, to December, 1961; Hugo N. Eskildson, January, 1962, to November 1963, William L. Ginkel, March, 1964, to September, 1973; R. Glenn Bradley, September, 1973, to March, 1976; Charles E. Williams, May, 1976, to June, 1983; Troy E. Wade, July, 1983, to June, 1987, Don Ofte, June 1987 to February, 1989, Phil Hamric (acting manager), January 1, 1990 to February 2, 1990, and Joseph Pitrolo, February 3, 1990 to present.

Over the years, 52 reactors, most of them the first of their kind, have been built at the INEL. Fourteen are operating or operable while the others have been phased out after completion of their research mission.

One of them, the Fuels Processing Facility Project, is under construction.

The Alcohol Fuels Plant, Raft River Geothermal Project, Waste Calcining Facility and Semiscale Test Facility are facilities that have been dismantled, transferred or placed on standby status.

The 14 reactors operating or operable are the Advanced Reactivity Measurement No. 1, Advanced Test Reactor, Advanced Test Reactor Critical, Argonne Fast Source Reactor, Coupled Fast Reactivity

Measurement Facility, Experimental Breeder Reactor II, Large Ship Reactor A, Large Ship Reactor B, Natural Circulation Reactor, Neutron Radiography Facility, Submarine Thermal Reactor, Transient Reactor Test Facility, Zero Power Plutonium Reactor and Power Burst Facility.

Leading milestone dates follow:

Feb. 28, 1949. USAEC approves report by director of engineering recommending the reactor testing station be located on the "Pocatello site," or Lost River Desert.

April 14, 1949. National Reactor Testing Station established in East Idaho.

May 10, 1949. After AEC hearing, Idaho Falls is chosen for the Idaho Operations Office.

May 18, 1949. AEC sets first office in city building, a month later at Rogers Hotel annex.

May 30, 1949. Construction starts on first major facility, EBR-I.

August 24, 1949. Public Law 266 authorizes NRTS and money is appropriated.

December 1, 1949. AEC takes control of former Naval Proving Ground of 172,000 acres.

December 1, 1951. Dedication of Highway 20 between Idaho Falls and Arco via Central Facilities.

December 20, 1951. Experimental Breeder Reactor I produced electricity by nuclear fission.

May, 1952. Materials Test Reactor achieved power operation.

February, 1953. Idaho Chemical Processing Plant began hot operations.

July 1953. Experimental Breeder Reactor I proved breeding concept.

March 10, 1953. Nuclear Submarine Nautilus Prototype operates.

1954. Boiling Water Reactor Experiment 1 and 2 constructed.

1955. Original Department of Energy Building on Second Street built.

June 11, 1955. First of four SPERTs began operation.

August 1955. Materials Test Reactor began operations.

July 17, 1955. Boiling Water Reactor Experiment III lit Arco.

June 11, 1955. Special Power Excursion Reactor Test 1 began operations.

1956. Boiling Water Reactor Experiment IV constructed.

August 1958. Materials Test Reactor first used plutonium as fuel.

October 1958. Naval Reactor Facilities A1W (A) Reactor demonstrated. Dual reactor prototype for U. S. Enterprise began.

December 19, 1958. Special Power Excursion Reactor Test III began operations.

March 11, 1960. Special Power Excursion Reactor Test II began operations.

March 28, 1961. Aircraft Nuclear Propulsion Program cancelled by President Kennedy.

December 1963. Waste Calcining Facility began operations.

August 1964. Experimental Breeder Reactor II produced electrical power.

1965. Loss of Fluid Test begins construction.

September 12, 1965. Naval Reactors Facility S5G Prototype operational.

August 26, 1966. Experimental Breeder Reactor-I declared National Historic Landmark.

December 25, 1969. Zero Powered Physics Reactor began operation.

September 1972. Power Burst Facility achieved criticality.

August 14, 1974. National Reactor Testing Station renamed Idaho National Engineering Laboratory.

September 1974. First operation of Semiscale.

1975. INEL designated National Environmental Research Park.

December 1975. Loss of Fluid Test Facility began testing.

1976. Technical Support Building and University Place constructed.

March 1976. Loss of Fluid Testing - Loss of Cooling Accident non-nuclear simulation.

1978. Technical Support Annex constructed.

December 1978. Loss of Fluid Testing - Loss of Cooling Accident nuclear simulation.

1979. Willow Creek Building constructed.

1982. New Waste Calcining Facility constructed.

April 17, 1984. INEL Research Center dedicated.

1985. Stored Waste Examination Pilot Plant and Waste Experimental Reduction Facility began.

April 1986. Excavation begins on Chem Plant's Fuel Processing Restoration Facility to recover uranium from spent U. S. Navy nuclear fuel and slated for completion in 1994.

July 1986. First of 22 trainloads of Three Mile Island waste arrives as part of DOE \$190 million effort to study core.

August 1986. INEL named preferred site for SIS and NPR.

The Atomic Energy Commission forecasts that nuclear power, now providing about 14 percent of this country's electricity, will account for 60 percent by the end of the century.

EG&G Idaho, Inc., the prime operating contractor for the INEL, assumed its contract October 1, 1976, and has seen a steady growth until it reached 4,500 in 1990.

EG&G is the acronym for Edgerton, Germeshaun and Grier, the original founders. The Idaho version took over from Idaho Nuclear Corp., with about 3,000 employees.

EG&G Idaho is wholly owned subsidiary of EG&G, Inc., an international, multielement corporation with headquarters in Wellesley, Massachusetts. It was founded in 1947 as a consulting firm to the AEC for nuclear weapon programs.

The Idaho National Engineering Laboratory and its predecessor, National Reactor Testing Station, have enjoyed warm relations with the State of Idaho, City of Idaho Falls, and other political subdivisions.

Name changes:

Jan. 1, 1947 Civilian Atomic Energy Commission AEC
 Jan. 19, 1975 Energy Research and Development Administration ERDA
 Oct. 1, 1975 Department of Energy DOE

Submitter: Ben J. Plastino. Mr. Plastino was commissioned by the Department of Energy and EG&G, prime contractor, to write a history of INEL from the start in March 1949 to the present, 1990. At this writing, this 200-page document was under review by DOE.

References:

1. The New World, 1939-46, Volume 1, by Richard G. Hewlett and Oscar E. Anderson Jr.
2. Atomic Shield, 1947-52, Volume 2, by Richard G. Hewlett and Francis Duncan.
3. Atoms for Peace and War, 1953-61, Volume 3, by Richard G. Hewlett.
4. Nuclear Navy, 1946-62, by Richard G. Hewlett and Francis Duncan.
5. A History of the Atomic Energy Commission, July, 1983, by Alice L. Buck.
6. Beautiful Bonneville, history of Bonneville County.
7. INEL News, booklet on 40th anniversary, May 1989.
8. Idaho Falls Public Library.
9. INEL Technical Library.
10. The Post Register.
11. Idaho National Engineering Laboratory, booklet, 1989.
12. Idaho National Engineering Laboratory Annual Report, 1989.
13. EG&G Idaho, Inc. fact sheet
14. INEL Snake River Plain Aquifer
15. Influence of Liquid Waste Disposal on the Geochemistry of Water at the National Reactor Testing Station, Idaho, 1952-70, J. B. Robertson, Robert Schoen, J. T. Barraclough.
16. Geohydrologic Story of the Eastern Snake River Plain and the Idaho National Engineering Laboratory, November, 1985, Dr. Bill Hackett, Idaho State University; Dr. Jack Pelton, Boise State University; and Dr. Chuck Brockway, University of Idaho.
17. The Snake River Aquifer, Idaho Water Resources Research Institute, University of Idaho, U.S.D.O.E., Idaho Operations Office.
18. Wildlife at the INEL, Environmental Affairs Subcommittee, Idaho Falls Section of the American Nuclear Society.
19. Ben J. Plastino, INEL historian serving temporarily as consultant.
20. D. V. Groberg, real estate appraiser.

APPENDIX 1

IDAHO FALLS HISTORY

BIBLIOGRAPHICAL AIDS SUMMARY

Local library collections pertaining to Idaho Falls history have been surveyed and partial lists of pertinent materials compiled by the Bonneville Museum archivist. These guides are available for use in the Museum's Reading and Reference room.

1. Bonneville Museum, Bonneville Historical Society, Idaho Falls, Reading and Reference Room.
 - Books — cataloged
 - Photo and manuscript files, archives — cataloged
 - Newspaper special editions
 - Idaho Falls topical files — alphabetical
 - Selected list of favorite sources
 - Idaho Falls, City of Destiny
 - compiled and edited by Mary Jane Fritzen, 1991.
 - Bibliographical aids — Idaho Falls listings for:
 - Idaho Falls Public Library, Idaho room
 - Idaho Falls LDS Family History Library
 - Bonneville Museum Reading/Reference room
 - Ricks College David O. McKay Library
 - Other Sources
 - Periodicals
 - Snake River Echoes — Indexed
 - Idaho East
 - Miscellaneous
 - Idaho Falls High School yearbooks, 1908 - present
 - Histories and Scrapbooks
 - Schools, Music Club, Post Office, Daughters of Utah Pioneers, other organizations and topics
 - Published bibliographies
 - Oral Histories
 - Present archivist: Mary Jane Fritzen
2. Idaho Falls Public Library
 - City Directories, dated from about 1908, useful data
 - Post Register (on microfilm)
 - Scrapbooks
 - Idaho Falls Public Library
 - Idaho Falls Symphony
 - Other organizations
 - General Early Western history and local history
 - Idaho Files
 - Idaho Falls files

The following is a partial summary of holdings:

Idaho Room. Material not available for checking out.

Idaho Files, Idaho Falls files, Three locked bookcases, Books on shelves, other materials.

Maps. See Sanborn Fire Insurance maps, 1911, 1921.

Pamphlet File includes several pamphlets concerning I. F.

Stacks, available for checkout.

Printouts of catalogue: Idaho; summaries of card catalogue; a list of books and other pertinent items from the Idaho Room has been prepared, and is available for reference at the Museum.

I. F. Public Library present librarian: Paul Holland.

3. Idaho Falls LDS Regional Family History Library

All cemetery, mortuary, and obituary records for Idaho Falls area (indexed)

Census and vital records, vast amount, many indexed.

Local biographies and histories

Church records

County histories and Idaho histories

Newspaper clippings

Industrial histories

Directories

Marriage and other vital records

Local church histories

Other records

Excellent film readers and computers to use.

We have printout of catalogue, Idaho Falls.

Present librarian: Marge Stevens and volunteer staff

Location as of spring, 1992: 750 W. Elva

4. Local Government Collections

Bonneville County Clerk, since 1911

County Commission minutes, indexed

Election records

Other documents, transactions

Idaho Falls City Clerk

All city legal documents

City Council minutes from 1895, indexed from 1960.

Present City Clerk: Velma Chandler

Present County Clerk: Ron Longmore

5. Ricks College David O. McKay Library

Post Register, microfilm from beginning; good film readers

Western History

including books, periodicals and special collections; extensive collections.

Family History Library

Catalog printout: Idaho Falls, available at Museum

Librarians who have assisted us:

Blaine Bake, Leland Hunsaker, Gale Reeser

6. Post Register library for staff

Picture files and clipping files (incomplete)

Newspaper on microfilm, from 1880s

Present librarian: Peggy MacIntosh

7. Private Collections and Institutional Collections

8. Idaho State University, other colleges and universities

9. Local School Libraries

10. Historical Societies, especially counties and state

11. Articles by Contributors to This Volume:

Richard Adams.....Banks and Banking

Betty Anderson.....Dance

Jane Arnold.....Early Churches—First Christian

Van Ashton.....City of I.F.Electric Division

Doris Backstrom.....Bonneville Historical Society

Linden B. Bateman.....Potatoes

Donna Bowman.....Chesbros

Jerry M. Brady.....Post Register

Beverly Branson.....Celebrations—City

Dick Carr.....Greenbelt of Snake River

Carol Chazin.....Automobiles, Arts

Deanne R. Chick.....War Efforts by Red Cross

Ernest Craner.....I.F. Parks and Recreation

Joan Drexler.....Early Churches—Catholic

Virginia E. Doucette.....Early Churches—St. John Episcopal

Loretta Evans.....Teton Peaks Council, BSA

Harold Forbush.....LDS Hospital

Anny Fritzen.....Various Topics, Population

Mary Jane Fritzen.....Introductory materials,

.....Early Churches—LDS,
Entertainments, Pioneer Day Celebration,
Early Music, City Hall, Centennial Celebrations
Parks and Recreation, Sportsmen's Association,
Livestock and livestock Auction, Tourism

Dora Gale.....Schools

Artie Lee Gardner.....Public Works Department

Fea George.....Libraries

Delbert V. Groberg.....Idaho Falls LDS Church, Temple

Richard Hahn.....I.F. Fire Department

Lisa Hansen.....Bicentennial Celebrations

Harvey A.Hatch.....Early East Idaho Medical Practice

Faye Holm.....I.F. Police Department

Norma Jean Housley.....Telephone Service in Idaho Falls

Quincy Jensen.....Bridges

Bev Kemp.....Early Churches—Methodist

Reverend Jimmy R. Lebel.....Early Churches—First Christian

Etta Lee.....Sage Creek School

Margaret Lindsley.....Bonneville County Courthouse

Elaine Lingren.....Highland Park
 Donald D. LloydPublic Works—Water, Streets, Sanitation
 Edith Haroldsen Lovell.....Canals and Irrigation
 Renee Magee.....City Planning, Historical Buildings
 Joe Marker.....Mayoral Highlights
 Monte A. Mason.....Postal Service
 Trudy McClure.....Greenbelt and Early Churches
 George Orullian.....Pinecrest Golf Course
 Ben PlastinoINEL History
 Post RegisterArticles on various topics
 Roger RalphsCivic Auditorium
 R. Carl Reynolds.....Early Churches—Baptist
 Carol Romer.....I.F. World War II Efforts
 Hazel Rose.....Rogers Brothers Seed Company
 Karen SackettAviation, INTERSEC
 Richard T. St. Clair.....Lawyers and Judges
 St. John's Lutheran Church.....Early Churches—Lutheran
 Jean Schwieder.....Grain Producers
 Dewayne Silvester.....Broadcasting in Idaho Falls
 Merrell Smith.....Chamber of Commerce
 Virginia Smith.....Daughters of Utah Pioneers—Monuments
 Josephine Snell.....Schools; Early Churches—Presbyterian
 T.H. StickleyAmerican Legion, War Bonnet Roundup
 Elizabeth Straka.....Child Development Center
 Thornton WaiteThe Railroad in Idaho Falls
 Barbara WatsonHotels
 Miles Willard.....Idaho Falls Opera Theatre
 W.G. Woffinden.....Sugar Industry in Eastern Idaho

Appendix 2

IDAHO FALLS HISTORY

CHRONOLOGY BY DECADES

Bonneville Historical Society
Mary Jane Fritzen

Before 1891

Agriculture and Irrigation

- 1874. Cattle ranchers Orville Buck and George Heath harvested grain and claimed irrigation water rights in Willow Creek.
- 1879. John C. Anderson launched an irrigation project by hiring surveyor J. H. Martineau to stake out a canal from Snake River.
- 1880. Anderson Brothers, doing business as Snake River Water Company, negotiated with George and Robert Smith for canal site for Anderson Canal.
- 1883. Snake River Valley became a farming community; Crops used at home rather than exported.
- 1884. Homesteaders organized Eagle Rock and Willow Creek Canal Company.
- 1886. Maclean Gold Mining Company filed on water and placer mining claims and dug canal close to westside of river near Eagle Rock. In 1887 Mr. Porter, a Denver financier, bought the mortgage.
- 1887. Farmers had begun marketing their crops.
- 1887. Snake River Water Company stockholders sold their canal and water rights to Eagle Rock and Willow Creek Canal Company.
- 1887. Second annual Fair at Eagle Rock in September.
- 1887-88. Eagle Rock Brewery supplied beer locally and shipped it out.
- 1888. Farmers planted small acreage of potatoes.
- 1889. Two-thousand bushels of barley shipped into Eagle Rock by Eagle Rock Brewery.
- 1890. City businessmen and other financial backers incorporated the Idaho Canal Company.

Arts and Music

- 1883. First music store opened in Eagle Rock by Alma Marker, a violinist.
Sarah Murphy Crow brought first piano and became a music teacher.
Editor Wheeler wrote: "Eagle Rock has four organs, five pianos, one cornet band of 12 pieces, besides violins and accordions."
- 1885. Ad in Register: "Eagle Rock Silver Cornet and String Band," who are prepared to furnish music.

Banking

- 1865. Anderson Brothers Bank opened. A private bank, it was the fourth bank in the state.
- 1885. Bank of Eagle Rock, a private bank, operated until it was closed in 1890.
- 1890. Farmers Mortgage bank opened in Eagle Rock, and closed in 1891.

Bridges

- 1865. J. M. "Matt" Taylor built a ferry across the river, and a bridge of timbers. It was damaged in 1867, but soon repaired. (He collected tolls from it until 1889.)
- 1872. First crossing used by pioneers at location of present Sportsmen's Park.
- 1880s. After the Narrow Gauge Railroad came to town in 1879, a steel railroad bridge was built about 50 yards to the south of the Taylor bridge.

- 1889. Commissioners discussed building a bridge at Eagle Rock and over the North Fork. The Taylor bridge was declared a public highway in April, but later that year it was declared unfit for use and condemned.
- 1890. W. W. Keefer was hired and built masonry piers alongside of the Taylor Bridge for a steel bridge replacement. It remained until 1907.

Business

- 1889. The old Grist Mill on the west bank of the Snake River used wood as fuel to generate steam to turn the mill wheels in its process of flour making, and furnished a market for cedar wood. Little money was in circulation, and much of the wood was traded for flour; a family's flour could be traded for other necessities.
- 1890. G. G. Wright and Mr. Fanning purchased flour mill on west bank of river, south of railroad bridge.
- 1890. Early businesses included these and others: Stores — ZCMI (Wheeler, Glenn, Johannsen), Groceries (Eastman, Brunt), Drug store (Elg), Music and books (Alma Marker and Lewis brothers); Idaho Falls Milling Company; Lodging: Brooks Hotel (Burgess House); Saloon (Chamberlain).

Early Churches

Note: Early churches played an important part in the development of the western settlement and laid the foundation for the strong religious structure of the city.

- 1879. Early L.D.S. settlers, some of whom had previously colonized Fort Lemhi, came. Many worked for the railroad, and many settled in the nearby rural communities.
- 1881. First Episcopal services held in Eagle Rock in home of James Richie, conducted by Rt. Rev. Tuttle.
- 1882. First Methodist sermon preached by Rev. F. A. Riggins, superintendent of Montana Mission, and the church organized here in fall, 1883.
- 1882. Rebecca Mitchell, Baptist missionary, held Sunday School June 11. Christians of various denominations attended this first Sunday School until their congregations became organized.
- 1883. Eagle Rock L.D.S. branch was begun.
- 1884. First Baptist Church began officially in a building erected by Rebecca Mitchell on corner of Eastern Ave. and Ash St.
- 1885. Eagle Rock L.D.S. meetinghouse built near present Temple site.
- 1885. Baptist congregation called by peal of 400 pound bell purchased by the congregation.
- 1886. Trinity United Methodist Church organized April 27, with pastor, Rev. J. P. Morris.
- 1886. James Thomas named first bishop, Eagle Rock L.D.S. First Ward.
- 1890. First Catholic services held in Eagle Rock.

Clubs and Fraternal Organizations

- 1884. Women's Christian Temperance Union (WCTU) met on Eagle Rock Street.
- 1885. WCTU built small library in rented hall on Eagle Rock Street.
- 1886. First two lodges formed in village: Masonic Lodge and Independent Order of Odd Fellows.

Eagle Rock Post Office

- 1866. Mail service established with a stage station postmarked Eagle Rock, which was then in Oneida County. First postmaster, Robert Anderson.
- 1867. Second postmaster was W. F. Bartlett.
- 1868. Third postmaster was John Lauder, who served only 60 days then moved to Market Lake. The next postmaster John Adams moved the post office from Eagle Rock to Market Lake for a year and a half.
- 1869. Post office moved back to Eagle Rock by postmaster Israel Heald. Assistant postmaster was Matt Taylor. Heald served 11 years.
- 1880. John C. Anderson appointed postmaster; served eight years.
- 1890. Post Office name changed from Eagle Rock to Idaho Falls, Oct. 10, 1890. Postmaster was William E. Wheeler, newspaper publisher.

Eagle Rock Village

- 1863. Henry Plummer elected Sheriff.
- 1885. Joseph A. Clark and family moved to village. Later he became first mayor, and his sons later mayors.
- 1885. Fire burned out nearly all frame shacks on Eagle Rock Street. Proceeds from a New Year's Eve dance were used to buy a hand hose cart with 300 feet of hose. Railroad company agreed to install three hose plugs to supply water for fire protection. First fire station located at Broadway and Capital. It was owned by the volunteer organization.
- 1886. Rose-Hill burials found in obituaries.

Hotels

- 1865. Passengers could rest and eat at the stage station, a two-room log cabin operated by Anderson brothers.
- 1886. Burgess House built by George Heath on Eagle Rock Street and So. Capital Ave., later called Brooks Hotel.
- 1880s. Brooks Hotel and Dick Chamberlaine's saloon served for lodging.

Libraries

- 1883. Rebecca Mitchell opened small reading room in basement of Baptist Church.

Newspapers

- 1880. William E. Wheeler began the Blackfoot Register.
- 1884. Wheeler moved his newspaper to Eagle Rock, and changed its name to Idaho Register. Offices on Capital and Cliff St.

Parks and Recreation

- 1872. Yellowstone Park opened to the public.
- 1882. John Lingren bought land on Willow Creek, and planted trees and a nursery (future Highland Park).
- 1886. C. C. Tautphaus moved to land just south of Eagle Rock.

Population

- 1874. John Wright, a white child, born at Eagle Rock.
- 1880. Eagle Rock and Willow Creek precinct: 249.
- 1882. Estimate: 670
- 1883. Estimate: 550
- 1884. Ida Silver Beale born in area surrounding Eagle Rock; Hattie Smith Wilson born in Eagle Rock proper.
- 1885. Estimate: 1500
- 1890. Estimate: 472

Railroad

- 1879. Railroad first came to Eagle Rock. Utah and Northern built narrow gauge line from Ogden, Utah, to mining areas in Montana.
- 1880. Railroad began building their main shops in Eagle Rock.
- 1881. Railroad built first passenger station in Idaho Falls, north of Eagle Rock Street, between Capital Ave. and Chamberlain Ave.
- 1887. Shops moved from Eagle Rock to Pocatello.
- 1887. On July 24, entire 262 mile Utah and Northern line from Pocatello to Butte was changed from narrow gauge to standard gauge, with 400 extra men hired to perform the job in one day.
- 1887. Union Pacific Railway planned to build a road to National Park during coming year; expected to go from Eagle Rock.

Schools

- 1879. Charles Swipe taught school in a railroad car at Eagle Rock during the early months of 1879. His pupils were from the families who traveled with the Utah and Northern Railroad workers. The bridge-building crew numbered 75 men, and had a long stay at Eagle Rock until the bridge over Snake River was completed in June, 1879. (Edith Lovell)
- 1882. Rebecca Mitchell started school in an abandoned shanty, formerly a saloon in Eagle Rock. She used it also as living quarters and for Sunday School. She went from there to Reesor House.
- 1882. In April, Eagle Rock School District was formed by petition and named School District #9, Oneida County, which included practically all the Snake River Valley.
- 1882. In December a one-room public school was built south of what is now known as Bonneville Museum on Eastern Avenue and Elm Street.
- 1884. The town was platted and found the one-room school to be located in the middle of Elm Street. Ground embracing Elm Street, Walnut Street, Water Avenue and Ridge Avenue was purchased and the building moved to this site and another room added. It became known as Central School.
- 1885. First school board elected.
- 1888. C. E. Arney became acting Superintendent of the new school system and school records were first kept this year.
- 1887. C. B. Wheeler of Bingham County introduced a bill in territorial legislature to establish a university at Eagle Rock. Although that bill was amended and failed, two years later Moscow was chosen as the site.

Statehood

- 1865. State capital moved to Boise in May.
- 1889. The Idaho Constitution to be adopted on Nov. 5.
- 1890. July 4—Idaho, the 43rd state! First governor, George L. Shoup.

1891-1900

Agriculture and Irrigation

- 1892. The first steam thresher engine arrived in Idaho Falls.
- 1893. Great Western Canal Company acquired Porter Canal holdings.
- 1888. Woodville Canal developed between 1888 and 1893.
- 1894. New Sweden settlers began to arrive. The Swedes gradually assumed ownership and management of the Great Western Canal Company and its smaller units.
- 1895. After low water in 1894, irrigators incorporated the Great Feeder Canal Company to divert water into the Dry Bed. It was opened with a big celebration, which touted the headgates as the largest in the world.
- 1896. Idaho Canal Company with headquarters at Idaho Falls was one of strongest companies in Idaho. F.W. Smith was president and A. V. Scott, secretary.
- 1897. Bingham County had over 500 miles of completed irrigating canals.
- 1900. Stockholders of the two big canal companies near Idaho Falls built a low dam to divert a steady supply of water to the Idaho Canal on the east and the Great Western on the west. (This rock dam was left in place when a reenforced concrete dam was built at the site in 1912.)

Arts and Music

- 1893. Highland Park provided the first bandstand and dance pavilion in town.

Banking

- 1892. Bank of Idaho Falls was a private bank; it was chartered as American National Bank in 1903.
- 1898. Anderson Brothers Bank chartered by state of Idaho.
- 1900. State Bank opened; it was chartered in 1903. It closed in 1921.

Business

- 1893. New buildings: Clark and Fanning building under construction. Berry building neared completion.
- 1896. Who they were: Business and professional men of Idaho Falls: C. W. and M. Co., G. G. Wright, manager; Iona Mercantile, James E. Steele, manager; Anderson Brothers, oldest business house in Idaho Falls; Z.C.M.I., Joseph A. Smith, manager; Clark and Fanning, N.H. Clark and E. Fanning, partners.
- 1897. Coal discovered 22 miles east of Idaho Falls.
- 1900. Dinwoodey Furniture organized in Idaho Falls.

Churches

- 1891. First Presbyterian church in city organized.
- 1892. Presbyterian church building erected on corner of A street and Shoup Ave.
- 1895. Cornerstone laid for Methodist Church.
- 1895. New L.D.S. chapel built at Eagle Rock.
- 1895. First St. John's Episcopal Church, a red brick chapel, built at corner of Park Ave. and "A" St. Earlier meetings held in old frame school near Water Ave.
- 1895. Swedish families started a Swedish language church in New Sweden. (It became the Swedish Mission Church.)
- 1896. Seventh Day Adventist members met in homes. Later they met in an old rock building on Shoup Ave. south of B Street.
- 1897. Lots for new Catholic Church on Eastern Ave. donated by Anderson Brothers Bank. Church completed in 1900. Mass first said by the Rev. Father Thomas Mooney.
- 1898. Salvation Army began in Idaho Falls.
- 1899. Swedish settlers organized Swedish Evangelical Mission Church; first meetings held on Western Ave. in old L. D. S. church building purchased and moved to that location.
- 1900. Christian Science met in homes.

Clubs and Lodges

- 1892. Big crowd attended laying of cornerstone of Oddfellows Home.
- 1897. Lily Rebekah Lodge chartered as auxiliary of IOOF (Odd Fellows).
- 1898. Village Improvement Society founded. It functioned for about 20 years, until officers felt City Council could take over civic duties.
- 1899. Modern Woodmen of America organized.
- 1900. Brotherhood of American Yeomen organized.

Hotels

- 1892. Scott Hotel opened on Lava Stret in January, but destroyed by fire in August. So Scotts took over management of Graehl Hotel on Broadway. (It became Porter Hotel in 1901.)

Idaho Falls, City

Note: All of the mayors were prominently identified with the growth and development of the city and were vitally interested in civic affairs, and their leadership helped to spur the city along and make it one of the most progressive communities in the Gem State. (Post Register, July 3, 1976, by Joe Marker)

1891. Jan. 2: Idaho Falls Town Company purchased old townsite of Eagle Rock and several new large tracts of land. They changed the name to Idaho Falls, which they called "The City of Destiny."
Name changed officially from Eagle Rock to Idaho Falls, Aug. 26.
1891. By this date Rose Hill Cemetery was in use.
1891. Idaho Falls, one of several cities with preferred claims to location of Agricultural and Mechanical College about to be founded by the state.
1892. City got the only Weather Bureau in Idaho.
1895. Nathan H. Clark was first village board chairman, beginning March 9. He was followed the next month, April 15, by Robert Anderson.
1895. Village had a Village Engineer.
1895. Village Board elected W. G. Willis as first "Road Overseer." Mr. Keefer was awarded first contract for sidewalk, street and alley crossings, of lumber.
1897. Thomas B. Shannon became village board chairman April 13. He was followed by George Chapin on April 12, 1898.
1896. Bond elections held in 1896 and 1898 to finance construction of electric plant were defeated.
1899. Joseph A. Clark, father of Nathan Clark, became village board chairman, April 12.
1899. Eagle Rock Water Works sold to Idaho Falls by W.H.B. Crow, owner of the first water system.
1900. Idaho Falls became a city of the second class with city councilmen, two being elected from each of the city's wards. Citizens also elected by ballot a city clerk and a city treasurer. Clark, who operated a mercantile store, was elected with 269 votes, having defeated Frank M. Bybee, a grocery store operator, who earned 225 votes. Edward J. Wilkinson was elected city clerk, and Emma Hurst city treasurer. City council elected from First Ward were William James Thomas and W. A. Tyler. In the Second Ward, Louis Elg and Christian Plen. From Third Ward, Frank T. Martin and James Wierman. C. D. Chapin was elected city engineer; Carlyle L. Pelot, police judge. They were sworn in April 13.
1900. Bond election passed to construct municipal power plant. It was built at 10th St. and So. Boulevard. City began operation 22 Oct. As the only demand was for lights, it was run only in the evenings.
1900. By this year Rose Hill Cemetery was in use. Earlier, some burials had been just east of the river in the early Eagle Rock village (where Electric Department was built after urban renewal).

Parks

1893. Highland Park first acquired by a donation from John Lingren.

Police Department

1895. D. H. Cline appointed Village Marshall.

Newspaper

1890. Sam Dennis and R. C. Bonney started The Times. After a few years it was taken over by George Chapin. In the meantime M. B. Yeaman came to town and became a partner with Wheeler in the Register.

Population

1900. 1,262

Postal Service

1894. E. P. Coltman, a railroad man, became postmaster.
1897. Ruel Rounds named postmaster.

Schools

- 1892. A new Central School was built of brick with eight rooms. The door opening faced out on Water Avenue.
- 1894. The first independent school district of this area, Idaho Falls No. 1, was formed and a high school was established. The first graduation was in 1899, earliest in the Upper Snake River valley.
- 1895. A school was founded in New Sweden area and held in the Swedish Mission Church about three-fourth mile south of present New Sweden School building. In 1901 a one-room school was built on present school site.
- 1895. Election to vote on a property tax of six mills for school district.
- 1897. Public school opened with enrollment of 260 pupils.
- 1899. York School was established as a one-room building and later another room was added. In 1938 the present brick building was built. (It closed in 1970 as a public school and was used for Special Education classes and then became a school for migrant children.)

Sports and Recreation

- 1894. Heise Hot Springs founded as a health resort.
- 1895. High School boys organized first basketball team.

State and Federal Government

- 1891. U. S. President Harrison visited newest state.
Syringa selected on Arbor Day as state flower.
- 1893. Governor of Idaho visited Idaho Falls, and showed interest in experimental station and irrigation.
- 1900. Theodore Roosevelt delivered short address to residents of Idaho Falls.

Telephone Service

- 1894. Project under way to build telephone line from Idaho Falls to St. Anthony, via Lewisville, Menan, Labelle and Rexburg.
- 1899. First service to city; exchange at 246 Broadway, above Bybee Grocery, with 21 telephone lines.

Transportation

- 1894. New stage line between Idaho Falls and St. Anthony; to run daily stage and express line as well as a freight outfit.
- 1900. Nov. 9, Oregon Short Line built new railroad depot in Idaho Falls.

War Efforts

- 1898. War declared with Spain over Cuban question.

1901-1910

Agriculture and Irrigation

- 1901. Porter Dam built for Great Western System.
- 1901. Mayor Joseph A. Clark began plans for a canal to generate power for the town; it was built this year. [Note: The canal builders excavated past the present A. H. Bush school, across the railroad tracks and to the beginning of the present 1st Street. From there it was constructed southward to the present 9th Street. The broad expanse later became Boulevard down to Tenth Street. See also 1911 entry.] Here at the bottom of a slope, workers installed a 125 horse-power generator, and the town was in the electrical power business.
- 1902. Farmers Progressive Canal Company organized in Idaho Falls.

- 1902. Anderson Dam built, a low retaining dam across the river.
- 1903. Sugar Bounty bill passed Senate, assuring that a factory will be built near Idaho Falls.
- 1903. Idaho Sugar Company formed by L. D. S. Church and some Idahoans, and factory built at Lincoln, just east of Idaho Falls. (Factory operated 75 years.)
- 1904. Osgood Project development begun on west side.
- 1905. Big brewery plant in operation in Idaho Falls.
- 1905. Nov. 9—Big dam across main channel of Snake River started, to be finished within a month.
- 1906. Idaho Potato Growers Association formed.
- 1909. Oct. 23—From 10 to 20 carloads of potatoes were being loaded out every day. All crops in Upper Snake River Valley averaging high.
- 1909. Three sugar factories of Upper Snake River valley to pay estimated one million dollars for beets.
- 1910. About 10,000 carloads of potatoes shipped a year from Idaho Falls district, which bore enviable reputation of producing best grown potatoes.

Arts and Entertainment

- 1907. First motion picture came to city.

Banking

- 1903. Farmers State Bank opened; in 1906 it merged with State Bank.
- 1903. American National Bank opened. (It was absorbed in Idaho First National Bank in 1953.)
- 1907. Farmers and Merchants Bank opened with J. L. Milner, president. It merged with Idaho Falls National Bank in 1922.

Bridges

- 1907. Steel bridge erected at Broadway. Its foundation remained in place until the bulb turbine project in 1981. The Keefer bridge was moved to Woodville.

Business

- 1901. Pedersen Cleaners and Tailors established.
- 1902. Old Faithful soft drink bottling established on Maple St.
- 1902. Cooperative Wagon and Machine Company and Consolidated Implement company were consolidated under title of Consolidated Wagon and Machine Company, in Idaho Falls.
- 1903. Fire destroyed row of frame buildings of old part of city, and threatened south side of railroad.
- 1904. Crow and Champion building on corner of Broadway and Shoup neared completion.
- 1904. Fire destroyed 20 business houses in the square north of Broadway and from Park Ave. to the river.
- 1905. New land firm established by name of Holden, Holden & Holden; all brothers and lawyers.
- 1907. City to have big pressed brick plant north of town on river.
- 1907. Porter Hotel completed; 30 new rooms added to old part.
- 1908. C.W. & M. Company to erect \$18,000 structure on west side of river.
- 1909. Property on corner of Park Ave. and A Street to be improved by business block and office buildings.
- 1910. White Star Laundry opened by Toliver and Wilson.
- 1910. Idaho Power and Transportation Company organized.

Chamber of Commerce

- 1907. Club of Commerce formed to promote city business and environment.

Churches

- 1901. Lutheran parsonage built, one of first houses east of tracks.
- 1903. Methodist Church dedicated, Elm and Water Streets.
- 1906. Swedish Evangelical Mission Church erects building at Sixth and Boulevard.
- 1909. New building for St. John's Episcopal Church constructed on Placer Ave. (It was replaced in 1960s by present building. The old rectory was moved and used by Speech and Hearing Center on Rollandet.)
- 1908. L. D. S. Bingham Stake headquarters moved to Idaho Falls; Heber C. Austin, president.
- 1909. Lutheran Rev. E. P. Meyer, who had served as visiting pastor since 1902, installed as Missionary Pastor to Idaho Falls and surrounding vicinity.
- 1910. L. D. S. Eagle Rock Ward renamed Idaho Falls Ward.

Clubs and Lodges

- 1902. Order of Eastern Star, Henrietta Chapter, formed as auxiliary of Masonic Lodge.
- 1902. Mrs. A. V. Scott was chairman of delegation at meeting of Federation of Women's Clubs at Los Angeles.
- 1903. Fraternal Order of Eagles instituted.
- 1908. Elks Lodge No. 1087 established.
- 1908. Woodmen of the World organized.
- 1909. Joe Hooker Post No. 34 Grand Army of Republic organized for Civil War veterans. (Disbanded in 1925.)
- 1909. Order of the Moose organized.

Hotels

- 1901. Graehl renamed Porter Hotel by N. D. Porter, who managed it until 1930.

Idaho Falls, City

- 1901. Railroad and City jointly employed night police, and city hired day police.
- 1902. Bowen Curley, president of the American National Bank, was elected Mayor. Power Plant on Crow's Slough at Boulevard and Tenth Street was instigated during 1901.
- 1903. A. T. Shane, Mayor. During his administration downtown streets, Broadway and Park Ave., were paved.
- 1903. North Front Street renamed Broadway.
- 1905. City council declared its intention to create Local Improvement District (LID) #1 to macadamize the streets.
- 1905. City Council declared intentions to construct a sewer system. Drainage emptied into the Snake River.
- 1905. Idaho Falls Electric Power Company organized with \$250,000 capital. Work to commence at once.
- 1906. Cement sidewalks work started in city. Soon all of Broadway to boast of new walks.
- 1907. Horse-drawn fire wagon purchased. Julius Marker was appointed driver, and later appointed as Fire Chief.
- 1908. Fire station was on Park Avenue.
- 1908. H. W. Kiefer donated 50 by 140 foot lot facing on Broadway for library site.
- 1909. E. P. Coltman became mayor. During his administration the second municipal power plant was begun. The dam was constructed by William Walker Keefer and his twin sons, Fred W. and Frank Keefer.
- 1909. Two men employed by city to man fire department. Fire station relocated on Park Ave. (where Kress would later build). Volunteers were called by ringing a large bell (now displayed at Museum).
- 1909. City asked Electric committee to secure a site on river for new plant location.
- 1910. Louis Elg, who operated a drug store on Eagle Rock Street, was elected Mayor. During his administration Tautphaus Park was opened. (See Parks.)

Libraries

- 1905. Women's clubs began campaign to build a library.
- 1909. Carnegie board agreed to provide \$15,000 for new library to be built.

Medicine

- 1903. Dr. T. C. Willson received shipment of electrical medical instruments, to which a tiny electric lamp could be attached.
- 1905. Doctors Bridges and Larue received new auto, the first owned in Idaho Falls. It was a seven-horse-power Olds runabout.
- 1910. Dr. T. C. Willson and Dr. Thomas Bridges were practicing in Idaho Falls.
- 1910. Village Improvement Society moved early hospital on C St. to Elg Building, S.E. corner Eagle Rock and So. Capital Streets above Eagle Rock Drug. It would be known as the Doctors Coulthard and Cline Hospital, and later as the General Hospital.

Newspapers

- 1904. W. E. Wheeler moved newspaper offices to Capital and Broadway. Simplex typesetting machine installed.
- 1905. Idaho Falls Post was established.

Parks and Recreation

- 1904. Dirt hauled onto island for Riverside Park.
- 1909. Local Boosters organization bought 160 acres in southeast part of city. Site to be converted into city park, public amusement grounds, fair grounds race track.
- 1910. Tautphaus opened his park to public for Pioneer Day, July 25.

Postal Service

- 1901. Ed Winn appointed postmaster.
- 1908. A. T. Shane appointed postmaster.
- 1910. April 5—Post office to be moved; new building to be constructed on A Street.
- 1910. Oct. 21—Federal Building site selected, southwest corner of Park Ave. and C. Street.

Population

- 1910 4,827

Railroad

- 1900. Railroad line built to St. Anthony.
- 1901. Oregon Short Line built new station and facilities at 13th St. and Yellowstone Ave.
- 1905. Railroad extended from St. Anthony to West Yellowstone, 1905-1909.
- 1909. OSL built new bridge across river north of town. It was 480 feet long [and remains in use in 1991]. Arch also built over Porter Canal.
- 1910. OSL built new commodious depot at Cottage and C St. To the north of the depot an underpass was constructed for Birch Street. Lava rock pump house was built for the underpass. Freight depot a block to south also expanded.
- 1910. 1910-1911 year, railroad forwarded 2266 freight cars from Idaho Falls, including 523 carloads of potatoes and 484 carloads of cattle, as well as sugar, sugar beets, and wool. This increased by 63% the next year, 1911-12.

Schools

- 1903. A two-story annex was built on south side of original Central School, the main entrance still on Water Avenue. This building housed all 12 grades.
- 1907. Benjamin Crandall became first Superintendent of Central School, and served until 1916.

1908. Riverside School began, 1351 Idaho Street. At first four rooms were used; one outside latrine was built. Girls used it the first five minutes of recess and the boys the second five minutes.

State and Federal Government

1901. Pres. McKinley and Vice President Roosevelt inaugurated in March. In September President McKinley died by assassin.
1902. William Jennings Bryan spoke in Idaho Falls.
1902. Idaho went Republican by 6000.

Telephones

1901. First long distance line in city.
1910. City had 713 telephone lines.

Theatres

- 1908-09. Dime theatre opened on Broadway.
1909. Scenic Theatre opened on Broadway, silent movies.

Transportation

1910. Dad Clay opened first service garage. Soon thereafter he also sold Buick and Ford.

1911-1920

Agriculture and Irrigation

1911. Greatest wheat crop ever—over 70,000 bushels produced in Idaho, Oregon, Washington and Montana.
1912. Reenforced concrete dam constructed behind 1900 rock dam.
1914. Five I. F. Businessmen launched Osgood Irrigation project. George Brunt, general manager.
1915. Idaho grain crop estimated worth over \$40,000.
1919. Utah Idaho Sugar Company purchased Osgood tract and expanded it to 10,000 acres. They gradually sold the land to individual farmers.
1919. Bonneville county raised over two and one-half million dollars worth of wheat in 1918.

Arts and Entertainment

1911. Idaho Falls High School performed choral concert at Scenic Theatre.
1912. Music Club organized as a department of Woman's Club.
1915. Horace and Ella Chesbro moved to town and opened piano store.
1916. Music Club reorganized as a separate Club, then federated with National Music Clubs.
1919. Colonial Theatre, predecessor of Paramount, built on A Street; opened Nov. 4. One of best in state.

Automobiles

1909. Dad Clay built small auto shop.
1910. Day Clay built larger garage.
1914. S.S. Blair and Park Blair established Dodge auto agency.
1915. Automobiles first admitted to Yellowstone Park.

Aviation

1911. First aviation activity in Idaho Falls area. Charles Willard assembled and flew his Curtis biplane from the fairgrounds (present Tautphaus Park).

Banking

1918. Idaho Falls National Bank opened; it was merged with Anderson Brothers Bank in 1927.

Bonneville County

1911. Bonneville County created Feb. 17 from Bingham County. Idaho Falls named county seat.
1911. Bonneville County's assessed valuation was \$10,426,211.
1912. County commissioners purchased site for court house at end of C Street.
1919. Bonneville County prospered and had smallest indebtedness of any Idaho county. Voters passed \$250,000 bond to build courthouse with jail in basement. Fisher and Aitkens hired as architects; Contracts awarded for construction.
1920. April 30. Court House bonds defeated by a three to one vote against raising \$300,000 for court house.

Business

1911. Rogers Brothers Seed Company first produced seeds at Idaho Falls.
1916. K. D. Rose came from New York as manager, Rogers Brothers Seed Co.
1916. Joy Drug store opened in Luxton building on Broadway.

Chamber of Commerce

1914. Club of Commerce planned street lighting for Broadway "to make it resemble the Great White Way of New York."
1919. Club of Commerce renamed Bonneville County Commercial Club.

Churches

1913. Ground breaking for \$25,000 L.D.S. Auditorium.
1913. Lutheran congregation organized with Rev. William Jaeger, using old Swedish Lutheran Church on alternate Sundays.
1915. L.D.S. Stake Tabernacle dedicated, E. St. and Capital Ave. Stake offices dedicated in 1920.
1916. Cornerstone of new Methodist church laid.
1916. First Christian church built on corner of Birch street and Boulevard. Formerly members had met in Star theatre and Gem State Business college.
1917. Christian Science reading room opened in a downtown office.
1917. Trinity Methodist Church building dedicated Oct. 7.
1918. Site selected for new Presbyterian church, at corner of Ridge Avenue and Elm Street.
1919. Site for Holy Rosary Catholic church and school purchased. Rectory built on 8th Street in 1920.
1919. L.D.S. Second Ward formed.
1920. New Presbyterian church dedicated in April.

Clubs and Lodges

1911. Rod and Gun Club formed.
1916. Knights of Columbus met on Broadway.

Hotels

- 1914. Eleanor Hotel opened, corner Broadway and Yellowstone.

Idaho Falls, City

- 1911. Idaho Falls named Bonneville County seat.
- 1911. While Louis Elg was Mayor, Union Pacific Railroad opened its passenger depot at the east end of C Street March 2.
- 1911. Bowen Curley elected Mayor, April 21.
- 1911. First city power plant replaced by a new generator installed on river at Eagle Rock Street. Idaho Falls Canal was covered over and Boulevard created. (A small park on west side near intersection of 9th Street marks the site of the original generating plant.)
- 1912. City Plant put into commercial operation in May, just below Broadway Bridge. This replaced the original plant which was gradually dismantled in 1914-1915.
- 1912. City Council resolved to create a street LID for "Downtown."
- 1912. County board of commissioners bought property at head of C Street for court house.
- 1913. Barzilla Clark, Mayor. (He was son of Joseph.)
- 1913. Handsome new Carnegie library building to be built; fund of \$15,000.
- 1915. George W. Edgington, Mayor.
- 1916. Horse-drawn fire vehicle replaced with motorized fire apparatus.
- 1917. Henry W. Kiefer, Mayor.
- 1918. Ralph A. Louis, Mayor.
- 1919. W. A. Bradbury, Mayor.

Libraries

- 1914. Carnegie Library cornerstone laid.
- 1916. Library completed, corner of Eastern Ave. and Elm.
- 1917. Marion Orr became librarian (serving until 1954).

Medicine and Hospitals

- 1912. Odd Fellows Home utilized for General hospital.
- 1915. Drs. C. M. Cline and A. R. Soderquist built first hospital erected as a building, General Hospital on corner of Idaho Ave. and K Street. [It was maintained until 1923 when L. D. S. Hospital opened.]
- 1916. Drs. J. O. Mellor and David McDonald built People's Hospital on E Street. [It closed in 1923.]
Dr. H. D. Spencer bought Fuller hospital, built in 1912 on corner of Placer Ave. and Walnut Street. It became Spencer Hospital School of Nursing.

Newspapers

- 1920. The Times and The Register merged to become the Times-Register. In the meantime another publication had begun—a daily newspaper called The Post. Eventually the Times-Register went daily.

Parks and Recreation

- 1915. City purchased more lots from Lingren family for Highland Park.
- 1918. City purchased land of Kate Curley Park, bordered by Emerson and Higbee Avenues and 9th and 10th Streets. It was completed in about 1914.
- 1919. Ball team bought ground adjoining Highland Park.
- 1919. City buys Highland park tract for \$7200. Beautiful eight-acre tract for municipal recreation spot.

Population

- 1914. Southern part of state attracting an average of 50 families monthly.
- 1918. Remarkable growth shown. City is third in state. Growth is caused by big productive territory surrounding city.
- 1920. 8,064

Postal Service

- 1914. Cornerstone laid for Federal Building, in which post office was to be located.
- 1918. W. J. Coltman became postmaster.

Railroad

- 1911. Freight depot at Cottage Ave. and Broadway expanded to two stories. Train yard also improved.

Schools

- 1911. Riverside School was finished and dedicated, a two-story building. (It functioned as a school until destroyed by fire in 1967.)
- 1911. Payne Siding School, about four miles north of Idaho Falls on the west side of the river, was built to house the smaller children. It had proven too far to ride in a horse-drawn vehicle to attend Riverside School. It was closed in 1924, and then used as a farmer's granary for many years (and was still so used in 1991).
- 1911. In February, Eastside School, 324 East 14th Street, a two-story, eight-room stone building, was dedicated. (It was closed in 1967 and torn down about six years later.)
- 1912. Dewey School in District #34, about five miles south of town on what is known as York-Hitt Road, was built in early 1900s. The first eighth-graders graduated in 1912. It was a one-room brick building and another room was added in 1927. (It was closed in 1957 and because of "fee title" was torn down and in 1959 land reverted back to land owners.)
- 1912. Site selected for \$100,000 high school building, to be built on a block bordered by Boulevard and Lee Ave. and 6th and 7th Streets.
- 1913. Eagle Rock Elementary School, located on So. Chamberlain Avenue, was built and dedicated in November. (It was closed in the fall of 1961; it was reopened in 1962-1963, with four selected teachers, trying out several new ideas with the overpopulated fifth grade area. The children were bussed in and the next year transferred to the new Bunker School. Eagle Rock Elementary was also used for Special Education; it was torn down in 1972, and ground bought by the Dairymen's Association.)
- 1914. Washington School was located just north of the present Country Club Golf Course on Canyon and St. Clair road. A one-room log cabin was built on a corner lot in the early 1900s. A small white frame one-room school was built in 1910 and replaced in 1914 by the brick building. This school had a teacherage, a residence provided for the teacher. (It closed in 1958 and as it was a "fee title," was torn down in 1959 and land returned to the owners.)
- 1915. Idaho Falls Central High School was built on 7th and Boulevard. It was finished in 1916. It was the city high school from 1916 until 1952. (From 1952 through 1973, Central housed various groups of students:
 - 1952-1962. Central Intermediate with 5th and 6th graders.
 - 1962-1964. Central Jr. High, housing 6th, 7th, 8th and 9th graders.
 - 1964-1966. Housed 10th graders or sophomores.
 - 1966-1973. Housed 7th, 8th, and 9th graders and known as Central Jr. High.On April 24, 1973, it caught fire and burned.)
- 1917. Superintendent Theodore B. Shank was hired, 1917-1919.
- 1919. Raymond H. Snyder became superintendent. He remained until 1933 when he left to become president of Albion State Normal School.
- 1920. Emerson School built and dedicated Feb. 16. Later it became known as the "Little Building."

Sports and Recreation

1920. Jack Dempsey comes to Idaho Falls to buy a ranch.

State and Federal Government

1911. Bonneville County carved from Bingham County. Harry Bucklin, Sheriff.
1914. Cornerstone laid on new Federal Building.
1919. America was voted dry by required majority.
1920. Women's suffrage won, adding 26 million new voters.

Theatres

1915. Orpheum Theatre.
1917-18. Colonial Theatre built.

Transportation and Communications

1912. Western Union Telegraph office to open here.
1914. Idaho Falls Yellowstone Highway to be official title of great new road system planned for the state, extending from Idaho Falls north through the valley to Yellowstone. Commission appropriated \$18,000 to help build road.
1914. Automobile dealership, Preston A. Blair Co., sold Dodge.
1916. Bonneville Auto Company opened Capital and A to sell Ford.
1917. E. A. Wackerli opened Gem State Auto Company to sell Plymouths, DeSotos and Hupmobiles. J. E. Browning opened Browning Auto Co. to sell Buick automobiles and General Motors trucks.

War Bonnet Roundup

1912. War Bonnet Roundup at Reno Park (Tautphaus Park). Rodeo was growing as an annual event.
1915. Last rodeo until after war.
1921. American Legion, Bonneville Post 56, first sponsored annual rodeo.

War Efforts

- 1916-18. Local Red Cross produced textile and knitted items for servicemen.
1916. June: Several thousand patriotic citizens of Idaho Falls assembled for purpose of recruiting local company for guard. About 100 left for Boise for final exams, then in July on to the border.
1917. Local Red Cross participated in national fund campaign.
1917. War resolution passed by Congress April 6.
1917. Dec. 28. operation of all railroads by government began at noon.
1918. Nov. 12. German government signed peace terms. President Wilson addressed congress in special session. Victory was complete.
1918. Idaho played big part in late war. Over 50 million dollars in securities and Red Cross; 25,000 men in service.
1918. Local county met Liberty bond issue.

Youth Programs

1913. Boy Scout Patrols organized in Episcopal Church.

1921-1930

Agriculture and Irrigation

- 1922. Idaho Falls flour mill destroyed by fire.
- 1925. Idaho Falls welcomed Secretary of Agriculture William M. Jardine, first native Idahoan on cabinet.
- 1926. Rogers Brothers Seed produced first successful commercial potato flour in U. S.
- 1928. Small town of Kelly, Wyo., wiped out when GrosVentre dam, 150 miles N.E. of Idaho Falls gave way, letting 100,000 acre feet of water loose.

Aviation

- 1929-30. City acquired first 200 acres at present airport site. It was leveled for landing strips. All equipment was horse-drawn. Claude Black, city engineer, supervised the construction.
- 1929. National Park Airways carried first passengers into this county airport.

Arts and Entertainment

- 1925. Chesbros organized bands in schools. Chesbro began wholesale business.
- 1927. A. L. Gifford employed as Idaho Falls School District music teacher. He became bandmaster for about 40 years.
- 1929. Joe George's new \$150,000 cinema playhouse on Broadway between Shoup and Cottage avenue opened.
- 1929. Idaho Falls Colonial theatre joined Publix chain; changed name to Paramount.

Banking

- 1927. Idaho Falls National joined Anderson Brothers. Anderson Brothers Bank acquired by Eccles Browning. (In 1933 it became branch of First Security Bank of Idaho.)
- 1927. First Security Bank opened; it merged with First Security Bank of Idaho in 1933.
- 1933. Banks to join in script plan. Local banks continued business under presidential restrictions. Locally, deposits exceeded withdrawals.

Bonneville County

- 1921. Courthouse formally opened with ceremonies and tours.

Bridges

- 1928. New Broadway concrete bridge, a beautiful \$70,000 concrete structure, opened to traffic Nov. 26..
- 1930. Old Broadway Bridge moved to John's Hole site.

Broadcasting

- 1928. KID, first radio, was started.

Business

- 1928. \$75,000 fire gutted interior of local warehouse of Zion Wholesale company.
- 1928. \$20,000 fire hit sugar mill, Lincoln plant, 100,000 bags burned.
- 1929. New apartment house on Boulevard to soon be ready for occupancy.
- 1929. S.H. Kress & Co. opened store on Park Ave.; built on site of old fire station.

Chamber of Commerce

- 1922. Chamber of Commerce formed instead of Commercial Club. It was later renamed The Greater Idaho Falls Chamber of Commerce. It was directed by volunteers for about 20 years, until a full-time vice director was employed.

Churches

- 1922. St. John Lutheran Church built and dedicated on corner of 7th and Emerson, where a parsonage was earlier built. Congregation became self-supporting in 1930.
- 1926. Catholics obtained convent for sisters, 9th Street.
- 1928. Swedish Mission Church in New Sweden merged with Swedish Evangelical Mission Church. In the 1930s they switched from Swedish to English language.
- 1929. Glad Tidings Assembly, which later joined with the general council of the Assemblies of God, was organized.
- 1929. Church of Nazarene organized; met So. Boulevard and 3rd St.
- 1929. L.D.S. Second Ward built.

Clubs and Lodges

- 1920. Bonneville Sportsmen's Association formed.
- 1926. New Elks temple to be built on Shoup Ave.
- 1928. Elks dedicated \$100,000 home.

Hospitals and Medicine

- 1921. Spencer Hospital moved to 789 So. Boulevard. (See 1941.)
- 1923. L. D. S. Hospital dedicated.

Hotels

- 1927. Bonneville Hotel dedicated, a community project built as a cooperative effort of 481 citizens.
- 1930. Former Porter Hotel remodeled and reopened as New Porter Hotel.

Idaho Falls, City

- 1920s. Police Department located at SW corner, Capital Ave. and Broadway. (Previously located 365 Park Ave.)
- 1921. Ralph Louis won mayorship of Idaho Falls.
- 1924. Local prosperity expected.
- 1925. Ralph Louis reelected mayor.
- 1926. City Council authorized bond election for \$300,000 for underground water supply.
- 1926. City to have community Hotel Bonneville.
- 1926. First deep well drilled, 10th and Boulevard.
- 1927. Survey authorized for power site 4 miles north of city.
- 1927. Candidates for Mayor were M. B. Yeaman, Citizens ticket; Barzilla Clark, People's party. Clark was selected mayor.
- 1928. New \$100,000 city hall to be built at corner of Shoup and C street.
- 1928. Bond election called for \$100,000 to finish municipal power plant.
- 1929. Mayoral candidates were Barzilla Clark and E. A. Owen. Clark re-elected.
- 1929. Upper power plant completed.
- 1930. City Hall built.
- 1930. Fire department moved into City Hall. Fire bell replaced by siren. Hook and Ladder truck purchased.
- 1930. Police department moved into new City Hall at 308 C Street.

- 1930. Nov. 16, formal opening of new City Hall.
- 1933. Jan. 18, snow piled up in huge drifts as worst blizzard in years hit valley. City used plow to open streets.

Medicine and Hospitals

- 1923. New L.D.S. Hospital opened Oct. 20. Jacob Traynor to direct institution.

Newspapers

- 1925. J. Robb Brady Sr. of Pocatello purchased The Daily Post. He died at his desk in 1926.
- 1929. Post announced \$25,000 expansion; to install new 16-page press.

Parks and Recreation

- 1920s. Sportsmen's Park developed.

Population

- 1930. 9,429
- 1930. Bonneville County showed gain of 2218 in decade.

Postal Service

- 1922. Joseph W. Morley became postmaster.

Schools

- 1921. In the earlier 1900s a one-room school had been brought in by Utah-Idaho Sugar company, which owned the land in that area for raising sugar beets. In 1921 a one-room school was built on what is now Osgood and Payne Road. A new brick building was built in 1928. (In 1943, grades one through six remained there and the rest came into Idaho Falls.)
- 1927. New Sweden Brick building constructed; known as one of the most permanent school buildings in Idaho.
- 1929. New Emerson school building to be built.
- 1930. South part of O. E. Bell Jr. High was built on Ridge Ave. This was the ground where the Central School was located.
- 1930. The second building of Emerson, a two-story brick building, was constructed, 325 5th Street. (The two buildings joined into one school in 1946.)

State and Federal government

- 1923. President Harding visited Idaho Falls; crowds thronged street.

Telephones

- 1927. Construction was begun on new two-story office building, Shoup and C.
- 1930. City had 3160 lines.

Transportation

- 1921. Chevrolet agency opened by David Smith, Park and C., Idaho Hotel lobby.
- 1926. Preston A. Blair Co., Plymouth/Dodge, built large showroom on Corner of Shoup and "A" St.
- 1929. Union Pacific Stages brought bus service to city.

Youth Programs

- 1921. First Boy Scouts of America (BSA) troops organized Jan. 19.
- 1925. Teton Peaks Council BSA organized.

1931-1940

Agriculture and Irrigation

- 1931. District to lease reservoir storage; representatives of canal companies approved government contract.
- 1931. Idaho Falls largest originating shipping point for agricultural products in region; 8850 cars in 1931.
- 1931. 9th and 10th Streets flooded from Boulevard to Lee.
- 1936. Livestock Auction first held.

Arts

- 1931. First Messiah produced by community.
- 1941. Community choir formed and gave concert at Highland Park.

Aviation

- 1930-31. Airport improved by U. S. Department of Commerce. Aeronautical communications weather station located at site of Pinecrest golf course. D. F. Richards built first aircraft hanger at the airport.
- 1933. North-south landing strip lengthened to 2700 feet.
- 1934. Airmail service came to Idaho Falls. Scheduled north/south passenger service by National Park Airways. Airport improved with well and buildings.
- 1936. Communications station moved to airport.
- 1937. Underground refueling facilities installed. Capitol Airways began mail and passenger service to Boise. Western Air Express (later called Western Airlines) took over National Park Airways routes. Paul Crowder became a first local aircraft owner. A. A. Bennett started a flying service out of the log hangar.

Business

- 1931. Local creamery got \$70,000 U. S. loan; Idaho Falls plant to start.
- 1932. Most costly fire in city's history gutted Lambrecht building on East A street; \$135,000 blaze. Building housed Samsel's Dollar store, Frock & Bonnet shop, Bossler's photographic studio, and professional offices of Dr. Jabez West, physician, and Dr. L. P. Nielsen, dentist.
- 1933. New Anderson company to open.

Commemorative Celebrations

- 1934. Post Register Golden Jubilee with parades, rodeo, etc. for three days, beginning Sept. 10.
- 1937-39. City noted the 150th anniversary of the U. S. Constitution and inauguration of the first President.

Churches

- 1931. Faber Hall donated and remodeled for Catholic church social center.
- 1933. First Church of Christ Scientist building, which it had occupied since 1925, dedicated, 234 C St.
- 1933. St. John Lutheran Church accepted into Missouri Synod. In 1938 first parsonage converted into parochial school, which operated until 1946.
- 1934. First Baptist Church building enlarged.

- 1934. Idaho Falls L.D.S. Stake included four city wards and eight rural wards.
- 1935. Idaho Falls L.D.S. North Stake created.
- 1937. Seventh Day Adventists met in remodeled school building on Lake Ave. and J Street.
- 1939. L.D.S. Temple ground-breaking ceremonies held.

Clubs and Lodges

- 1930s. Sportsmen's Park developed south of Broadway bridge.

Hospitals

- 1941. Sacred Heart Hospital named, using old Spencer Hospital.

Hotels

- 1930s. First modern motel built by Sullivan on First Street.
- 1937. Hotel Rogers opened by B. M. "Brunt" Rogers, Shoup and B St.

Idaho Falls, City

- 1931. Barzilla W. Clark rode into his third term as mayor on wave of nearly 1000 plurality.
- 1931. Business section has all been paved.
- 1933. City purchased its first snowplow.
- 1936. R. B. (Whitey) Ewart, Mayor.
- 1936. Fielding Memorial Cemetery was in use.
- 1937. Chase A. Clark (brother of Barzilla), Mayor.
- 1937. Lower plant purchased from Utah Power and Light. Additions and upgrades made in 1938 and 1939.
- 1937. Elevated water tank and well #3 placed in operation.
- 1940. E. W. Fanning elected Mayor.

Libraries

- 1939-40. Public Library refurbished and enlarged.

Newspapers

- 1931. Under direction of E. F. McDermott, its publisher, the Post purchased the ailing Times-Register and became the Post-Register. McDermott remained publisher for 50 years until his death in 1977.

Parks and Recreation

- 1934. City Park, formerly named Reno Park, being made into city recreation center. (In 1940s the name changed back to Tautphaus Park.)
- 1935. City bought golf course on East Elva from I. F. Country Club.
- 1936. City hired George Orullian as golf professional at Pinecrest.

Population

- 1940. 15,024

Postal Service

- 1934. First airmail flight from Idaho Falls observed, with dignitaries present, Sept. 1.
- 1934. Parley Rigby named postmaster Sept. 19.

Schools

- 1933. LeRoy Bean completed Raymond Snyder's term as superintendent, 1933-1934.
- 1934. W. W. Christensen became Superintendent, 1934-1952.
- 1937. Hawthorne Elementary was dedicated Nov. 11, 1937, 520 So. Boulevard. (In 1958, four classrooms, a multi-purpose room, kitchen, teacher's work room and store room were added.)

State and Federal Government

- 1932. Franklin D. Roosevelt, Democratic nominee, to stop briefly in Idaho Falls at 11:50 p.m. enroute from Salt Lake City to Butte.
- 1933. Idaho voted for repeal of prohibition.

Telephones

- 1931. New cord switchboard installed; served until dial conversion.

Transportation

- 1931. Buses departed to West Yellowstone in summer.
- 1933. New Union Pacific streamline train on exhibition in city.
- 1930s. Most families owned a motor vehicle.

1941-1950

Arts and Entertainment

- 1949. Idaho Falls Symphony organized, sponsored by Music Club.

Aviation

- 1945. By this year the N.S. landing strip was extended and hard-surfaced. New runway built. U. S. Army Corps based in Pocatello refueled here.
- 1944-49. Airport activity increased considerably. Ray Groth appointed part-time Airport manager. Two flying services were started. First metal hangars built privately. Airline services increased.

Banking

- 1947. Bank of Eastern Idaho opened as state chartered bank; it merged with Bank of Idaho in 1957.

Broadcasting

- 1946. KIFI radio was begun.

Commemorative Celebrations

- 1941. "50th Forgotten Birthday of Idaho Falls," said former Mayor Barzilla W. Clark.

Churches

- 1942. Swedish Mission Church name changed to Mission Covenant of Idaho Falls. (In 1972, it was renamed Evangelical Covenant Church and in 1981 the name was changed to Alliance Covenant Church.)
- 1945. L.D.S. Temple dedicated.

- 1940s. Methodist radio ministry began with services broadcast over KID.
- 1949. St. John Lutheran built new church building on 7th Street.

Hospitals and Medicine

- 1941. Spencer Hospital became Sacred Heart Hospital.
- 1949. Catholic Sisters built beautiful Sacred Heart Hospital across from Tautphaus Park on So. Boulevard.

Idaho Falls, City

- 1943. City signed agreement with Utah Power and Light to purchase balance of City's electricity requirements.
- 1946. City Planning Commission was convened by Mayor E. W. Fanning. It was the first such commission in the state. The commission hired S. R. DeBoer and Co., consultants from Denver, to develop and submit a growth plan for the city.
- 1947. City plan for Idaho Falls, a 160-page document, was submitted for council and public review by DeBoer and Co. It generated ideas for parks and recreation, highways, city entrances, downtown parking, riverside development, etc.
- 1949. Thomas L. Sutton elected Mayor. During his administration the National Reactor Testing Station headquarters were brought here.
- 1949. City has four deep wells, able to produce 12,700 gallons per minute.

Nuclear facilities

Note: See INEL history by Ben Plastino.

- 1949. Site selected by Atomic Energy Commission. National Reactor Testing Station established near city. City and state to build Highway 20 between Idaho Falls and Central Facilities.
- 1950. Highway 20 opened.

Parks and Recreation

- 1945. Municipal pool built on Elm Street.
- 1946. Remainder of land acquired for city dump. (It later became Freeman Park.)
- 1948. Land for lilac circle purchased for Tautphaus Park.

Population

- 1950. 19,218 (5,777 dwelling units)

Schools

- 1947. By this date District 91 was created, embracing Idaho Falls #1, which was discontinued; 91 included Idaho Falls and certain rural areas, particularly to the south.
- 1949-50. Sage Creek School for Retarded Children formed. The first such school in Idaho, it was later renamed St. Leon Opportunity School.
- 1950. From 1950-54 the old Log Hut at Highland Park was used for elementary classes in connection with Riverside School.
- 1950. Joint School District 93 was created.

War Efforts, World War II

- 1941-45. Red Cross donated blood, and various textile and knitted items for GIs overseas. Bonneville County supported the war: 2600 men served in the military, in addition to the National Guard. In the county 112 young men died in the line of duty. War bond quotas all went well over the top. Farmers and ranchers broke

all crop records to produce food for the war effort. For example, most dairy products went to the armed forces.

Youth Programs, YMCA

1946. YMCA was started in Idaho Falls, with Jim Infelt director. First youth center was on 2nd floor of the southeast corner of Park and B (formerly American Legion Hall and previous to that, Knights of Columbus Hall).

1951-1960

Note: As our purpose is to emphasize the early history of Idaho Falls, only a few topics are listed in the chronology after 1945.

Agriculture

1956. Palisades Dam completed.
1957. Rogers Brothers produced first commercial potato flakes, for mashed potatoes.

Arts

1953. Idaho Falls Opera Theatre began to develop from Music Club productions. It was incorporated in 1978.

Aviation

- 1950s. U. S. Atomic Energy Commission sponsored Aircraft Nuclear Propulsion Program (ANPP) at present INEL, which developed and tested three different engines.
1950-52. E. G. McCarty became sole flying service operation. Airport improved, including lighting and the city building six metal hangars.
H. P. Hill became Airport manager. Airport enlarged and improved. Hangars added by private company.
1955. Frontier service to Jackson began.
1956. Hoff family established Rainbow Ranch private airport and Flying Farmers Association in Eastern Idaho. During this period the airport formerly known as the Idaho Falls Municipal Airport was officially named Fanning Field. Runways were extended.
1957-58. New airport administration building (terminal) constructed. Airport improved. It was dedicated in about 1958-60.

Banking

1957. Bank of Idaho opened branch office in Idaho Falls through purchase of Bank of Eastern Idaho.
1959. Bank of Commerce opened.

Broadcasting

1953. First television: KID-TV.
1957. KUPI radio was begun.

Churches

1953. Episcopal Church, which had been a mission under several vicars, became self-supporting with the Rev. David Blackaller as first rector.
1950s. First Baptist Church built on John Adams Parkway.

Idaho Falls, City

- 1951. E. W. Fanning again elected Mayor.
- 1952. Idaho Falls Civic Auditorium built.
- 1953. Fire Station #2 built on 8th Street.
- 1956. John B. Rogers elected Mayor.
- 1958. City constructs interceptor sewers to remove raw sewage from Snake River; it also funded a primary sewerage treatment plant, east of Snake River, south of Sunnyside Road.
- 1959. William J. O'Bryant elected Mayor. During his administration the city purchased the Sandy Downs property south of the city.

Nuclear Facilities

- 1951. Highway 20 dedicated between Idaho Falls and Arcovia Central Facilities.
- 1951. EBR1 produced electricity by nuclear fission, Dec. 20.
- 1953. Nuclear Navy inaugurated at site.
- 1955. First Department of Energy Building built on 2nd Street. Earlier, offices were opened in the City Hall.

Population

- 1960. 33,161 (10,319 dwelling units)

Postal Service

- 1958. Main post office moved to new building on Freeman Ave. and 4th Street.

Schools

- 1952. Clair E. Gale became Superintendent in 1952-1958. He died in 1958, and William Ward, Assistant Superintendent completed his term.
- 1952. The new Idaho Falls High School was opened on Holmes and John Adams Parkway. The City of Idaho Falls built the Civic Auditorium adjoining the school, to be enjoyed by all.
- 1954. Whittier Elementary School, 380 West Anderson, was built and opened in September. (The name was changed to A. H. Bush in 1968. In 1959 the first addition was added, the second in 1976 and the third in 1986.)
- 1955. Linden Park Elementary, 1455 9th Street, was opened in September; first addition in 1957, and second, a library, in 1973.
- 1955. Bel Aire Elementary, 850 Cleveland, was opened September 1955. (In 1968 the name was changed to Dora Erickson Elementary. First addition was in 1959 and second in 1976.)
- 1957. Longfellow Elementary, 2500 So. Higbee, was completed in October; first addition in 1969 and second in 1988.
- 1958. Edgemont Gardens Elementary, 1240 Azalea Drive, was completed in October. (First addition in 1966; later a library and trailer were added.)
- 1958. Superintendent John Tucker was hired, 1958-1962.
- 1958. Templeview Elementary, 1500 Scorpius Drive, was opened in September 1958. (Classrooms were added in 1989.)
- 1958. Higher Education. L.D.S. Church announced that Ricks College would be relocated in Idaho Falls. (In 1962, the Church proceeded with new buildings on the Ricks Rexburg campus, indicating the college would remain in Rexburg.)

Telephones

- 1956. Conversion to dial system.

Youth Programs

1950s. YMCA supervised city playgrounds.

1961-1970

Arts

1961. Idaho Falls Symphony Society organized.

Aviation

1961-62. Three-floor addition to terminal building constructed. Multiple-use aircraft building built north of log hangar. City obtained loan of an F-86 fighter aircraft which was mounted in its present position at the terminal entrance area.

1963. Airport hosted F.A.A.'s dedication for Mount Sawtell radar station, the highest in the U. S. Airport hosted several special events and conventions.

1964-66. Airport improved. Reeder Air Service became fixed base operator.

Broadcasting

1961. KTEE radio began.

1961. KIFI-TV began.

1965. First FM radio—KID-FM

Commemorative Celebrations

1963. Idaho Territorial Centennial.

Idaho Falls, City

1961. City operated street sweepers on 102 miles of paved city streets.

1962. Freeway I-15 opened to northern edge of Idaho Falls.

1962. Public Works Division created.

1962. City equipped each of its eight deep wells with chlorine detention tanks.

1963. S. Eddie Pedersen elected Mayor.

1963. City signed agreement with Bonneville Power Administration to supply balance of City's electricity needs instead of UP&L.

1965. In response to great city growth from 1947-1964, the City contracted with Clark, Coleman and Repeiks, Inc., city and regional planning consultants, to prepare the second comprehensive plan. It was completed and submitted in 1966. It grouped residential neighborhoods around a school or open space area. (See story on Parks and Recreation.) Its recommendations included traffic, industry, and the central business district.

1965. Fire Station #3 built at Grandview and Skyline.

1965. City declared 2nd to 15th Streets between Boulevard and Holmes, and certain downtown and nearby streets to be one-way streets. One-way streets had been designated several years previous.

Population

1970. 35,776

Postal Service

1963. ZIP coding began.

Schools

1962. Clair E. Gale Jr. High, 955 Garfield, opened in January.
1962. John I. Orr became superintendent, 1962-1964.
1963. Theresa Bunker, 1385 E. 16th Street, opened in September; dedicated in November. (In 1969 three classrooms were added on the north end. Later two of these rooms were used for "Special Ed" children.)
1964. Superintendent Robert Shreve was hired, 1964-1966.
1965. Ethel Boyce Elementary School, 1875 Brentwood, was opened in September. (First addition of three classroom stations made in 1970.)
1965. Eastern Idaho Health and Social Services, parent to Child Development Center organized.
1966. Jay Casper became Superintendent, 1966-1977.
1968. Skyline High School, 1767 Blue Sky Drive, opened in September. (First addition, a gym, in 1991-92.)
1969. Eastern Idaho Vocational Technical School was founded in Idaho Falls. Classes were held in leased buildings for an initial 330 students.

State and Federal Government

1962. On Oct. 31, the section of Interstate Highway 15 from Bassett, north of Idaho Falls, to Blackfoot opened. Gov. Robert E. Smylie was guest speaker at ceremonies.

1971-80.

Agriculture.

1978. Utah-Idaho Sugar Co. factory closed at Lincoln.

Banking

1972. Valley Bank opened.

Bridges

1970. About this time the Broadway Bridge was widened by adding a lane on the north side. The John's Hole Bridge was replaced.
1976. When the Teton Dam flooded, the Broadway bridge was closed. Part of the power channel retaining wall below the bridge was dynamited and a channel dug around the west end to help lower the pressure on the bridge. The bridge was saved.

Commemorative Celebrations

1976. U. S. Bicentennial celebrated a week in July, plus other activities throughout the year. Bonneville Bicentennial Commission renamed Bonneville Tricentennial Commission; D. V. Groberg, chairman; T. J. Wadsworth, Director.
1979. Time capsule buried at *Intersec*.

Idaho Falls, City

1972. Massive downtown street renovation program undertaken.

- 1973-74. Urban renewal gave downtown a face lifting.
- 1975. Electrical Building constructed on Capital Ave.
- 1975. Fire station #4 built on Lincoln Road.
- 1976. Teton Dam flood damages city power plants.
- 1977. New Public Library built on corner of Broadway and Capital Ave.
- 1978. Tom Campbell elected mayor.
- 1978. City passes bond election for demolition of old plants and construction of new bulb turbine plants at each of the three existing sites.
- 1978. Police Department moved to new Law Enforcement Building beside Court House.

Nuclear Facilities

- 1974. National Reactor Testing Station renamed Idaho National Engineering Laboratory.
- 1976. Technical Support Building and University Place constructed.
- 1976. Chamber of Commerce and AEC built INTERSEC, a Science Experience Center, as a U. S. Bicentennial project.
- E G & G Idaho assumed its contract Oct. 1.
- 1979. Willow Creek Building constructed.

Parks and Recreation

- 1977. Baseball stadium erected, renamed McDermott Field.

Population

- 1980. 39,736

Railroad

- 1971. Passenger train service to city ended.

Schools

- 1975. Eastern Idaho Vocational Technical School constructed its first building on a 60-acre site donated on the Ammon-Idaho Falls border.
- 1976. Eagle Rock Jr. High opened in September, 2020 Pancheri Drive. (A trailer was added in 1990.)
- 1977. Dr. James Parsley became superintendent, 1977-1980.
- 1979. Westside Elementary opened in September, 2680 Newman Drive. (First addition in 1988.)
- 1980. Jerry Jacobson became Superintendent.

State and Federal Government

- 1979. May. Highway 191, formerly called Yellowstone Highway, officially renamed U. S. 20.

1981-90

Agriculture

- 1986. Rogers Brothers left Idaho Falls, and moved to Boise.

Banking

- 1981. First Interstate Bank of Idaho opened, through purchase of Bank of Idaho.
- 1985. Bank of Eastern Idaho opened as state chartered bank.
- 1986. Idaho Bank and Trust opened a branch office in Idaho Falls.
- 1988. Key Bank of Idaho opened by merging the branch office of the Idaho Bank and Trust into their company.

Celebrations

- 1987-91. Bicentennial of U. S. Constitution.
- 1990. Centennial of Idaho statehood.

Idaho Falls, City

- 1980-81. Bulb turbines installed for municipal power.
- 1982. Bulb turbine plants completed.
- 1988. Gem State plant completed at site originally developed in 1910. The four plants produced about one-third of city's electricity needs.

Population

- 1990. 43,929

Schools

- 1986-87. EIVTS had 6200 students and its third major building was under way, funded by state, federal and local governments.
- 1991. Two elementary schools and one junior high are being added, an elementary and junior high south of Idaho Falls on the east side; one elementary on the west side; to be completed by 1992.

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